

THERE WILL ALWAYS BE WHEAT

Photo by Earl Roth,
President, Gooch Milling
& Elevator Co., Lincoln,
Nebraska.

Grain

JUNE, 1945

SOLDERING IRONS ARE VERY HAZARDOUS

Says **HYLTON R. BROWN**, *Dust Explosion Authority*

In criticizing any statement that would imply that the use of soldering irons in dusty locations is entirely safe, Mr. George Steel of the Ralston-Purina Co. is probably correct. The melting point of a soldering metal is usually around 360°F, but for complete liquidation higher temperatures of 400° to 500°F may be necessary—and the soldering irons will probably be operated at still greater heats.

As Mr. Steel points out 500°F is within the range of ignition temperature for some carbonaceous dust. Ignitions of layers of cotton-seed hull bran on a hot surface have been obtained at 428°F, and ignitions of layers of pea flour, sulphur and some grain dust have occurred at 500° to 550°F.

In some of the dust explosion codes we have recognized the fact that repair work in dusty locations is necessary, and have recommended that where equipment to be repaired cannot be removed to a safe location, provision be made to shut down equipment and thoroughly clean the area of all dust accumulations before any such repair operations are started. First aid fire protection equipment should be kept readily available for use during such operations.

I believe the use of soldering irons would come under the classification of such repairs and it would not be wise to advocate their general use in dusty

locations without taking precautions to prevent ignitions. As the Underwriters' Laboratories point out in their list of inspected electrical equipment, portable electric heating devices of soldering iron type present certain inherent hazards because the temperatures necessary for their normal operation are high enough to cause fire if they are left in contact with combustible material. — Hylton R. Brown, Senior Engineer, Bureau of Mines, Chairman, Dust Explosion Hazards Committee, National Fire Protection Ass'n, College Park, Maryland.

HALF CROP EXPECTED

Crop estimates are relatively unreliable at this time, states word from the United Nations Relief and Rehabilitation Administration, but in the case of cereals it is unlikely that Europe will achieve much better than a half crop this year.

Dairy production, while it may recover greatly in 18 months, cannot recover rapidly enough to affect the picture next winter very substantially, because the oilseeds that furnish protein supplements in dairy rations and other fodder are not available to the extent necessary to meet more than a small percentage of the need.

"What experience have you had as a 'dodger'?"

"I worked for years 'round a grain elevator, boss, with pigeons flyin' ever'where."

A Father To His Son

Dear Son:

I wish I had the power to write
The thoughts wedged in my heart tonight
As I sit watching that small star
And wondering how and where you are.

You know, son, it's a funny thing
How close a war can always bring
A family, who for years with pride,
Has kept emotion deep inside.

I'm sorry that when you were small
I let reserve build up that wall.
I told you real men never cried,
And it was Mom who always dried
Your tears and smoothed the hurt away
So that you soon went back to play.

But, son, deep down within my heart
I longed to have some little part
In drying that small tear-stained face,
But we were men—men don't embrace.

Now, suddenly, I find my son
A full-grown man, with childhood done.
Tonight you're far across the sea
And waging war for men like me.

Well, somehow, pride and what is right
Just doesn't seem to go tonight.
I find my eyes just won't stay quite dry,
I find that sometimes men do cry.

And if we stood here face to face,
I'm 'fraid we'd find men do embrace.
Son, dads are quite a funny lot,
And if I've failed you in some spot
It's just this cursed manliness.

But if I had the power to write
The thoughts wedged in my heart tonight,
The words would ring out loud and true,
I'm proud, my boy, so proud of you!

—George Martin.

NOT ENOUGH TO GO AROUND

Even if the whole world were willing to take "pot luck," says the Magazine Digest, there just isn't enough food today to go around. "Civilization has never been able to feed itself," says the author of "There Just Won't Be Enough To Eat," "but this is perhaps the first year in man's history that a majority of the earth's population, including normally 'favored' nations, will actually suffer from a shortage of things to eat." UNRRA relief during 1946 is to consist largely of grains.

STRIKERS CAN BE DISCHARGED

If a strike is called for a wage increase contrary to the Stabilization Act, you can, according to one federal circuit court decision, discharge strikers without violating the Wagner Act.

Don't Quit!

When things go wrong, as they sometimes will,

And the road you're trudging seems all up hill;

When the funds are low and the debts are high,

And you want to smile, but you have to sigh;

When care is pressing you down a bit,

Rest, if you must—but don't you quit!

Life is queer with its twists and turns,

As everyone of us sometimes learns;

And many a failure turns about

When he might have won had he stuck it out;

Don't give up, though the pace seems slow—

You might succeed with another blow.

Often the goal is nearer than

It seems to a faint and faltering man,

Often the struggler has given up

When he might have captured the victor's cup.

And he learned too late, when the night slipped down,

How close he was to the golden crown.

Success is failure turned inside out—

The silver tints of the clouds of doubt—

And you never can tell how close you are,

It may be near when it seems afar;

So stick to the fight when you're hardest hit—

It's when things seem worst that you mustn't quit!

—Author Unknown.

Supers Decide Unloading Improvements Will Have To Come From Industry

"HOW much does it cost to unload a boxcar of grain?" queried Henry G. Onstad of Norris Grain Company, in filtering the essential factors down into common denominators at the June monthly meeting of the Chicago SOGES Chapter held in the La Salle Hotel and presided over by Steve Halac, The Glidden Company, president.

"Two dollars a car for labor and power; two fifty a car (pre-war costs) with all fixed charges, based upon the average 1700-1800 bushel car," obliged Emil Buelens, production superintendent of The Glidden Company.

"What is the objection to present methods of unloading cars?" continued Mr. Onstad.

"It's a miserable job, and the younger workmen will not do this kind of work at present," answered Mr. Buelens.

"Even during the 1932-1935 depression there was a shortage of help to unload cars," recalled Bill Gassler of Rosenbaum Brothers' Calumet elevator. "Furthermore, this type of help is not suitable to anything else, either."

"What are the union's objections to automatic unloading devices?" Mr. Onstad continued.

"The union definitely would favor the development of them," thought Russell B. Maas, Screw Conveyor Corp., Hammond.

Would Install Auxiliary Unloader for Emergencies

"Is \$15,000 per machine with four cars an hour capacity an excessive price?" asked Ed Escher of the same company.

"I know of one house with a car dumper who would buy a Fraunheim unloader just to use as an auxiliary," Mr. Maas cited.

"If a firm needs newer equipment than they have installed, and if they don't buy the more modern devices, they are paying for them anyhow! This has been proven time and time again," Mr. Escher cautioned.

"How many cars an hour will the Glidden-type unloader do?" Mr. Onstad continued.

"Two cars an hour," Glidden's Super Harry Hansen said, "but remember, while this is not many, yet the physical fatigue on the part of the workmen is so lessened that they can work up to fourteen hours a day at the peak of the movement season and not become overly tired. In other words, the mechanical unloader saves the men's backs and dispositions."

"I think we all should co-operate on finding the answer to this problem. It won't be found to be difficult. Something simple will be just the thing we have all been looking for," thought Mr. Buelens.

English, Autos Couldn't Last

"My grandfather refused to ride in an automobile; he refused to speak English. Why, you ask? Because he said they weren't going to last," interjected Sidney I. Cole of Industrial Erectors, Inc., active member of the chapter's Car Unloading Committee. "Industry must be sold on a freight car of improved design or upon installing better unloading equipment. We have a choice, but whatever way the problem is considered the answer is going to be that we must clean up the dust nuisance and cut down the dust hazard, as well as this back-breaking car-unloading work—if for no other reason than that we're not going to get workers to stand it much longer.

"This active association has, among others, a Car Unloading Committee

whose responsibility it is to work for the education and progress of all. We must, therefore, explore all ideas and find the correct solution to our car unloading problem. We must keep after the industry to find better methods of unloading."

Mr. Cole had opened the evening's program with a reading of his pertinent, forceful report (Nov., 1944 "GRAIN") in which present methods were declared to be archaic—the covered hopper-bottomed cars being suggested. "Cars will be supplied by the carriers if this industry will get together and make up its mind as to exactly what it wants," Mr. Cole expounded. "The industry needs cars. At no time has it needed new methods and a new outlook on the problem more than at present, nor at no time has it got less for its car-unloading dollar."

President Halac told of a thought passed on to him by his boss, Mr. Paul A. Olson, Manager of the Soya Products Division of The Glidden Company. It was a cylindrically topped car (to counteract condensation processes) with both side and across-the-track hopper bottoms. Edward E. Fraunheim Jr., Vice President of the G. J. Meyer Malt & Grain Corp., Buffalo, and an active SOGES member, gave the principal address of the evening, which will be featured in a coming issue, describing the unloader he designed, built, installed and operated in a terminal house there.

Redesigning Cars Would Take Years

"I feel we must develop our own means of unloading and not leave it up to the railroads," Mr. Maas thought. "And I do not believe that a number of grain firms should be asked to 'ante' up \$1,000 a piece to create a research fund. Rather, I feel some live-wire manufacturer should take his chances, providing it doesn't take too long to crystallize opinion on the best methods acceptable to the majority."

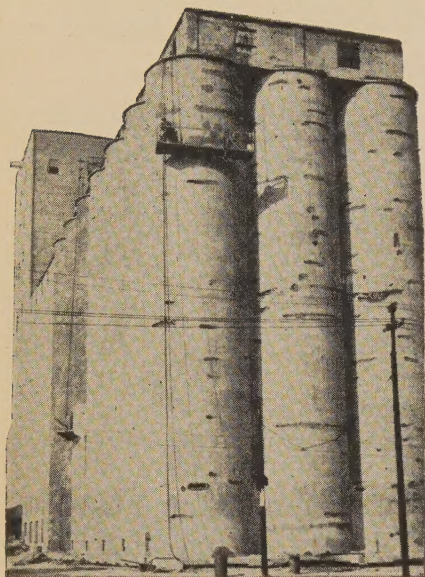
Testimony developed that car dumper manufacturers are not passing up any "bets" on taking orders, although delivery will be somewhat slower than in normal times. Also, it was pointed

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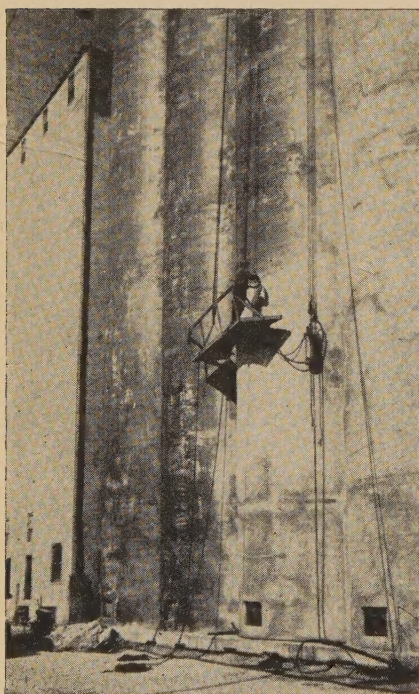
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out, that contrary to the opinion of many, more dumpers have been installed in the older houses than in those being erected... Others thought the industry needed more aggressive firms to take ahold of such devices as the Frauenheim unloader... One member cited that he had heard that the unions were demanding the removal of Glidden-type automatic car shovels because it was thought men would be deprived of jobs... Another said the Minneapolis boys thoroughly liked the enclosed cement hopper-bottomed type of car for grain.

Hidden Grain Doors No Deterrent

"What," asked Earl R. Evans of Evans Elevator Company, Champaign, Ill., of speaker Ed Frauenheim, "happens when your unloader comes in contact with a bunch of car doors carelessly left under the grain on the floor of the car?"

"Apparently shippers in many parts of the country leave car doors on the floors of boxcars they are loading," Mr. Frauenheim replied, "however, they do not interfere with the operation of this unloader."

"Then, how well does your unloader clean out the bottom of the car?" logically queried Fred L. Beakey of the Grain Trade Buyers Guide.

"Right down to the floor," countered Inventor Frauenheim. "Only sweeping is necessary, as our shovel goes all the way back in the car."

"I still feel that the railroad's equipment must be altered to suit our needs," insisted President Halac. "What's wrong with approaching the problem from this angle?"

"The carriers wouldn't even put an end door at the bottom level of the car when we went into this subject ten or more years ago," answered Mr. Onstad, "so I doubt that they will do anything for our industry now, regardless of the volume of business done, although there is no harm in trying again."

"Corn Products Refining Company is definitely interested in the use of hopper-bottomed cars," said Lincoln Scott. "We've had about fifty soda ash, lime, cement and other cars, and we like them. Corn with moistures of from 17 to 26% can be handled with ease; as a matter of fact we thought them very successful for this use. Such cars will require some re-designing of the track equipment, but that is minor considering the time, effort and cleanliness gained. And even though we had in some cases to send men through the hatches to get the hot corn out of the cars, we like them."

No Cohesive Thoughts Among Us

"If we side with the railroads we'll never get anywhere," thought Lloyd Forsell, Albert Schwill & Company, chapter program chairman and vice president.

"Other industries present a solid front to the carriers," interjected Sid Cole, "and this industry must make up its mind and do the same."

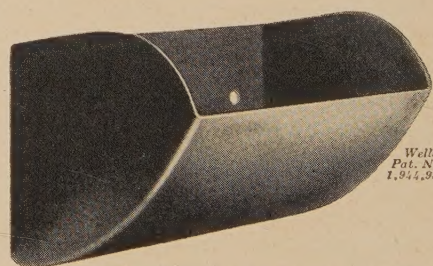
"But a freight car must be versatile in that it can handle many commodities," Frank Jost, Gerstenberg & Company partner and chapter secretary, pointed out. "And the railroads tell us that only 2% of the life of a boxcar is spent transporting grains."

"Remember, also," Bill Gassler reminded, "that 80% of the buyers' plants couldn't possibly unload hopper-bottomed cars. Our biggest trouble seems to be that we don't know what we want ourselves."

"Our problem doesn't seem to be to educate the railroads, then," said Sid Cole, "but rather to educate management to what's needed. Isn't that right?"

"We're installing a pneumatic unloading unit at Argo," Lincoln Scott announced, "and we'll be glad to have you all see it when the installation is in operation. Not only that," he added, "but I'll report in detail for publication in 'GRAIN' so everyone in the industry may learn about our experiences."

"The man who says 'it can't be done' is usually shoved aside, and don't forget it," Steve Halac reminded in closing the meeting.



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PRESENTS NOVEL CAR UNLOADING DESIGN

BY GEORGE T. BOHNER, Engineer
Hershey Chocolate Corp., Hershey, Pa.

Present box cars could be converted, Mr. Bohner believes, as shown, whereas new cars would have open ends.

I HAD occasion recently to read an issue of "GRAIN" and became particularly interested in an article written on "Car Unloading Devices." Being an engineer and always interested in new and improved mechanical devices, I started to read about the methods used in unloading grain.

To be perfectly frank these devices did not leave much of an impression because my thoughts kept going back to those first two paragraphs, and especially the opening statement of Oscar Olsen's of: "We have about the same type of cars that we had 50 years ago."

Considering the constant improvements of practically everything, I was mildly astonished to find that bulk grain was still being transported by the old conventional box car. A question immediately arose in my mind of why hasn't the huge grain industry demanded a self-emptying hopper car to transport grain? With this in mind I made a sketch to determine if such a car would be practical.

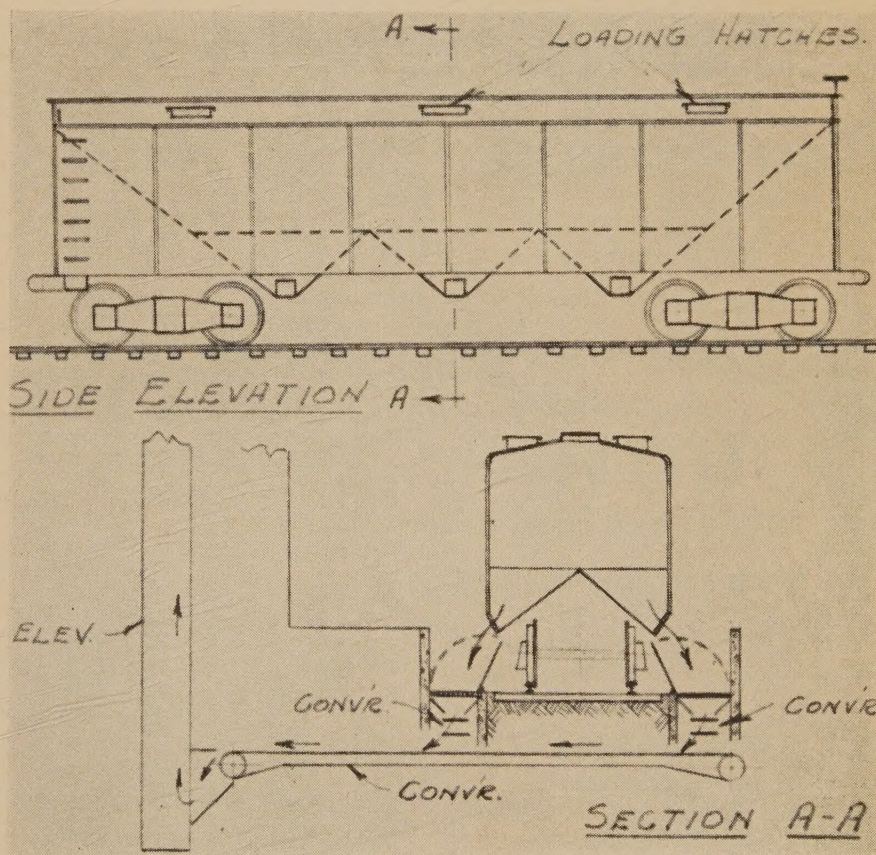
Gravity Quickest, Cheapest

IN the first place there is no quicker nor more economical way of moving bulk material than by gravity, consequently the use of hopper cars would result in tremendous savings in time and labor over a period of even ONE day. For example, only one man would be required to spot a car and open the hopper gates after the car is in position. To empty the car with all gates open would not require more than 5 to 10 minutes. With proper spotting facilities probably 10 to 15 minutes per car would be a fair overall unloading time.

Secondly, the possibilities and advantages of loading an empty car of this type, with six hatchways, can readily be seen. There is also the possibility of a savings in demurrage during peak seasons since the unloading time would be considerably reduced.

As the sketch indicates, conveying facilities would have to be installed

on each side of the car, discharging into a cross conveyor which in turn would feed an elevator and so on into storage. I do not believe the change over from present conveying methods to that required for hopper cars would greatly exceed the initial cost of a good shovel rig.



Special Cars Prove Their Worth Quickly

Here in the east it is not uncommon to see enclosed hopper cars carrying lime and cement in bulk form. Although I do not have the figures to prove it, I believe I would be safe in saying that the quantity of lime and cement hauled in these cars would be only a drop in the bucket compared to the quantity of grain that could be transported in this type of car—if they were available. In other words, these cars have already proven their

worth, although on a small scale. I dare say, therefore, that the closed bulk hopper car is going to be the coming means of modern bulk transportation.

I realize there are many problems in the grain industry that I am not familiar with, but I am offering this suggestion in the hope that it may help to solve your unloading problems.

GRAINSTUFFS TO EUROPE

Estimated United Nations Relief & Rehabilitation Administration requirements for European countries during the third and fourth quarters of this year total: Grain and grain products 639,752-619,500 (total 1,259,252) metric tons; animal feeds 137,711-73,000 (total 210,711) metric tons, and oil-seeds 60,944-60,944 (total 121,888) metric tons.

GRAIN MOVEMENT TO RISE 10%

The movement of grain during the third quarter of 1945 will increase 10.4%, according to the thirteen Regional Shippers' Regional Advisory Boards, or from 441,009 cars actually loaded during this period last year to 486,868. Loadings of flour, meal and other mill products will rise 8.7%, or from 227,067 cars actually loaded during the third quarter of 1944 to 246,824, says the Association of American Railroads.

CARLOADINGS UP 31%

Carloadings of grain and grain products, despite the widely advertised car shortage, were 31% ahead of 1944, and 23.9% ahead of 1943 loadings, as of May 19th, with every indication of a constantly accelerated volume. Loadings are, for the weeks ending:

	1945	1944	1943
May 19	53,189	40,600	42,929
May 26	53,564	41,125	43,426
June 2	48,513	37,107	38,377
June 9	53,011	43,895	45,466
June 16	52,900	45,329	49,708

Grain Exports Up 389%

Export grain unloaded at tide-water during May totaled 16,821 cars, compared with 3,443 in May 1944, an increase of 389%.

NEW WHEAT TO GROUND

Just as grain men predicted, farmers are dumping the new wheat crop on the ground, where it will be subjected to the ravages of the elements until box cars can move last year's stocks which glut the country elevators, according to word from Kansas City. Only a fraction of the new crop is cut at this writing, with upwards to 200 million bushels more to be added when Kansas wheat starts moving.

DISTILLERS MUST RECOVER FEED

Distillers may use any grain in the manufacture of alcohol or alcoholic beverages or spirits by any process, including distillation, only if all feed by-products from the processing are recovered up to the capacity of the plant. This will help to conserve the potential feed supply, according to the Secretary of Agriculture's War Food Order #138.

WHISKEY HOLIDAY IN AUGUST

The July "holiday" for the manufacture of beverage alcohol has been extended to August, and 2,500,000 bu of grain other than corn (but including malt) has been allocated to distillers. This volume will permit 20 to 25% of normal operations and will keep distilleries from closing and on a stand-by basis for war alcohol.

WHEAT GRIND STEADY

During April 1,030 mills ground 50,627,019 bu. of wheat, as compared with 51,284,237 bu. ground by 1,024 mills the month before, and 40,972,352 bu. ground by 975 mills in April a year ago. Of the amount ground, 314 mills of 801 sacks or over daily capacity ground 93.8%.

WHEAT, RYE GOALS BOOSTED

A national wheat goal of 67 to 70 million acres planted for harvest in 1946 has been announced by the War Food Administration. This provides for continued full production in line with the 1945 prospective acreage of 68.6 million acres. The goal is based upon estimated requirements during 1946-47 for food, industrial and other nonfood uses, export, and reserves.

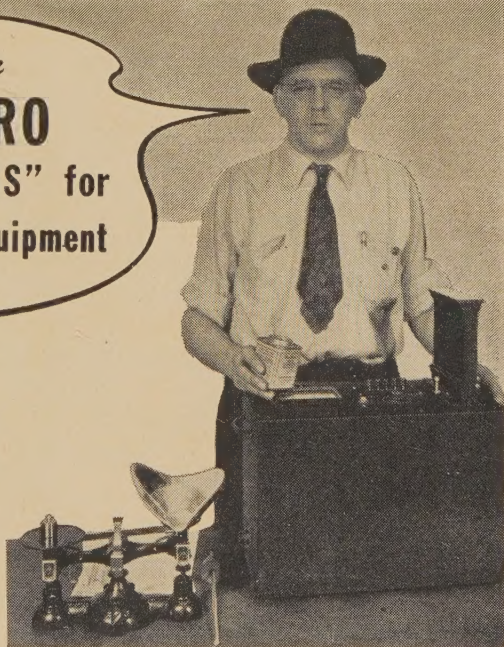
Although a record wheat crop of 1,085 million bushels is indicated for this year, the carry-over July 1, 1946, is not expected to be excessive because of heavy requirements for wheat during the months ahead, particularly for relief feeding. Estimated requirements for wheat may be somewhat smaller by the time the 1946 wheat crop moves to market, but are expected to equal production at average yields from an acreage as large as this year's.

The national goal for rye to be harvested for grain in 1946 is recommended at 2.8 million acres. This compares with an indicated harvest of 2.2 million acres in 1945. Farmers are asked to plant as much acreage to rye to be harvested for grain as is consistent with needs for other crops.

A good laugh is sunshine in a house.—Thackeray.

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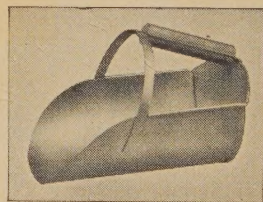
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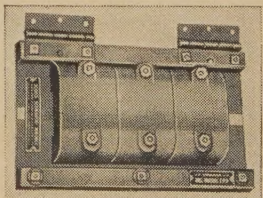
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The Duties and Responsibilities Of Every Grain Plant Superintendent

By TED C. MANNING, General Superintendent

Uhlmann Grain Company, Kansas City

TO GET a perspective of the duties and responsibilities of the present day Elevator Superintendent it is necessary to go back as far as the seventeenth century to appreciate his ever increasing duties.

In those days the miller ground the wheat as it came from the farmer. The miller returned to the farmer the flour and feed that the wheat produced, charging the farmer a certain sum for the grinding, or a specified percentage of the flour and feed.

As the country developed and all kinds of grains were produced in larger quantities the question of storage brought into being the first elevators—if they could be called by that name. They were simple granaries or bins, in and out of which the grain had to be handled with shovels.

Olden Day Terminals Just Overgrown Country "Spaces"

THE first terminal elevators were built in the early part of the eighteenth century and were just simple storage spaces without any of the machinery necessary for the proper care of the grain.

The cars arriving at the elevators then carried from two hundred to three hundred bushels of grain. To the terminal elevators of the present day, ranging from one hundred thousand bushels to over ten million bushels capacity, cars carrying 1,500 to 2,500 bushels present a different picture.

The first duty of an Elevator Superintendent is loyalty to the man or



firm that he is working for. . . . Loyalty, justice, fairness and impartiality to the men working under his supervision. . . . The care and welfare of the men comes next—to see that they are properly instructed in the many details of their work—and especially in the matter of safety to themselves, the other men in the plant, and the plant itself.

All available safety literature should be placed before the men and everything possible done to make the men "safety minded." The first and foremost item of safety concerns every man in the plant and many that are not employed at the plant, to-wit:

Dust and Sparks, the Elevator Superintendent's Nightmare"

SPARKS from matches, electric short circuits, static, defective extension cords, metal other than lead or babbitt on the end of the sizing line, careless and indifferent handling of metal such as drills and chisels, and throwing metal onto other metals and many other seemingly insignificant items too numerous to mention—all might make the fatal spark.

The Elevator Superintendent who can keep his house entirely free from dust is either not handling any grain

or is superhuman. Nevertheless it is his duty to his firm, himself, the men working in the plant and many others outside the plant that he sees to it that the house is kept clean, except for the dust from the immediate handlings. The loss in this country from dust explosions is a lesson constantly before him.

The Elevator Superintendent loading grain for the present day critical buyer and for the firm that he is working for must load it close to the line of the grade requirements, or the firm must take a discount—otherwise the grain will be set back and the job will have to be done over.

There's 230 Grades of Grain

THE work that the Superintendent does in this respect is not thoroughly understood or appreciated by many of the men in the trade. The layman would wonder where you would get 215 to 230 grades in the grain raised on the farms in this country, but there's hard red winter wheat, with three classes, each class with six grades, or eighteen grades in the hard winter wheat; soft red winter, spring wheat, durum, amber durum, hard amber durum, hard white, white club, senora; yellow, white, and mixed corn; white, red, mixed and feed oats;

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kafir, milo, federeta or the grain sorghums with their endless variety of grades—not to mention the grades of the "All American Wheat."

All of the foregoing have further segregations through notes of garlic, ergot, light and heavy smut, weevil, and foreign odors of all kinds. This all comes to the elevator for proper analysis, lotting and proper binning for cleaning, preserving, mixing and loading out to fill the various sales in the Superintendent's file, all of which must conform to the government standards of grain grades.

Like Circus Tight-Rope Walker

NOT so very long ago if the buyer of grain complained of the grain not being clean enough the operator called up the Superintendent and told him to: "Just run it over the cleaner," very little attention, if any, being paid to the screens that were in the cleaner.

Now the wheat, in fact, nearly all the grain, has to be loaded out within 20/100 of one per cent in protein content, with less than one per cent of dock, on the line in all factors of the grade, free from smut or any foreign odor, and within the allowance for broken or thin grains.

Smutty wheat has long been a headache to the Elevator Superintendent. The buyers will buy it so the Super must get it out without the smut notation being added to the grade by the inspector.

Driers A "Stop-Loss" Vehicle

CORN has its peculiar characteristics in its keeping qualities in storage. The use of grain driers in the elevators are largely a "stop-loss" proposition. The uncertainty of the keeping qualities of high moisture corn, shelled and purchased in the winter months, and the difficulty of arriving at an equitable discount, leaves the elevator operator open to serious losses.

Many of the elevators are equipped with grain driers of capacities conforming with their storage capacities. It takes approximately 14,000 cubic feet of radiation at 190° F. to extract seven per cent of moisture from one thousand bushels of most grain in one hour. Regardless of the moisture of the corn when received at the elevator, it must be loaded out within two per cent to conform with the grade sold, and sometimes the seller will sell it to contain within one-half of one per cent moisture content.

Some of the larger elevators are equipped with grain driers ranging in capacity from one thousand to ten thousand bushels per hour. While in some years the moisture content is

not very high, this year, it is running from 13 to 25 per cent.

Corn Goes Bad Regardless

OFTEN the Super finds that after drying the corn and putting it back in storage it will go out of condition if held during the warm months. The Elevator Superintendent with a large stock of winter shelled corn on his hands has a real problem to handle.

While on the subject of drying corn it might be interesting to quote from Leslie's Illustrated Paper of April 5th, 1879: "In the early spring of 1866 a large quantity of hot corn had accumulated in the elevators at Buffalo. Navigation on the Erie canal was not open, and it was feared that the corn would be ruined unless it could be gotten out of the elevators and sent forward to its destination."

"It was finally decided that if it could be placed in small bodies in cars

Machines are available for the proper cleaning, sizing in width and length of the kernels, drying, washing, gravity machines, and a multiple of different screens for the proper handling and preservation of all kinds of grain. The machinery manufacturers have kept their business in the foreground to the ever-increasing requirements of the elevator operators.

The Superintendent must familiarize himself with the various accomplishments of any and all machines pertaining to the better grading, conditioning, and the marketing qualities of all the different kinds of grain coming to his market.

Super Must Be on His Toes all 'Round

COOPE^RATION with the state, grain exchange, boards of trade or federal warehouse act under which he is operating in the matters of grain

WHY BE ASHAMED OF YOUR ASSETS?

When a man becomes bitter and sour and thinks and feels that everyone is against him, he will invariably begin to treat them in such manner that they will be.

If he thinks and acts as though everyone is a friend, unconsciously he will so conduct himself that all will be his friends.

If we put into our relations with our fellowmen a full and overflowing measure of cheer and good will, even so it will be returned to us.

Sincerity is the very foundation-stone of true friendliness. It is a human trait that is hard to counterfeit, as the sincere, friendly impulse comes from the soul of a man and not from the calculating mind.

Think kindly and friendly thoughts. If you have a heart and soul, why be ashamed of them? Bring them into the shop, the office and your daily life.

and run through to its destination, further depreciation might be averted, as the corn would be cooled in transit and could be put on the market and disposed of to advantage."

More Machinery and Plants Constantly Needed

THE need for elevator storage has increased steadily from the building of the first elevators. Year after year as the production of grain increased the grain men of the country have provided the storage and the specially designed machines, and they have educated the men in the handling and preservation of the large volumes of grain coming into the various markets all over the United States and Canada.

The machinery for use in the elevators has kept pace with the increased demands of the grain men to meet the requirements of the trade.

grading, scale testing, condition of cars arriving and loading at the elevator, is another of the Super's "Musts." Compliance with the suggestions and regulations of the Underwriters' inspection men, the state industrial inspectors, the city firemen, and the insurance companies through whom the firm is protected against loss, is equally important. In the matter of fire protection, it is his duty to see that the fire hose, pumps, connections and Pyrenes are always in good working order, and that the men are properly posted on just what is expected of them, whenever the emergency arises.

Present conditions prove beyond any doubt the worth of the elevator operators and their trained men. The vast amount of grain spoiling in the country at this time could be saved for the starving peoples of the world if it could be delivered into the capa-

ble hands of the men operating the terminal elevators. They know how to apply the various machines and the methods needed for the preservation of all kinds of grain. The terminal elevators stand today, as in the first war, one of the foremost industries in the country in their efforts toward the winning of this war.

The happiness of life is made up of minute fractions—the little soon forgotten charities of a kiss or smile, a kind look, a heartfelt compliment, and the countless infinitesimals of pleasurable and genial feeling.—Cole-
ville.

RECOGNIZING RENEWAL NEEDS

Deliveries of food processing machinery are being made at the rate of a little less than \$9,000,000 per month, says WPB, leaving a backlog of rated orders of approximately eight months. At this rate the industry will fall short of the minimum essential requirements by more than \$12,000,000.

Not only is additional machinery required, but replacements are urgently needed for existing worn-out machinery. Unless these replacements are made, food processors will be unable to maintain even the present level of production. Requirements for

the current crop year are estimated at \$120,000,000, whereas the backlog of orders on the books of manufacturers is approximately \$70,000,000, not including post war orders.

Consequently the attention of Production Urgency Committees throughout the country has been called to the manpower needs of the industries producing food machinery and equipment, indicating that much needed equipment will become available eventually provided the drive for more hands is successful.

TO END PRIORITIES SYSTEM

Details of a revised and simplified priorities system leading to ultimate discontinuance of priorities assistance for "virtually everything except military requirements" as soon as war-supporting and essential civilian production no longer needs general help, were just announced by J. A. Krug, Chairman of WPB. A six months' transition period from July 1 to December 31, 1945, will give business an opportunity to adjust its operations to the new system, which will go into effect after Jan. 1, 1946. The procedures outlined in the new "Priorities Regulation #29" will be instituted gradually during the latter half of 1945.

BURMEISTER TO NEW QUARTERS

"The latch string is always out," according to Lloyd G. Burmeister of L. Burmeister Co., active Milwaukee SOGES member, "but particularly so right now. We've just moved into new, especially designed and constructed quarters at 4535 West Mitchell Street and we're mighty proud of our new home.

"We want everyone to see how much better set up we now are to produce the equipment and services that for many years have been accepted 'standards' for quality and performance throughout the grain and processing industry," he says.

Among their items are fire and dust-proof elevators, removable elevator casings, elevator heads and boots, elevator legging, buckets, cyclone dust collectors, flexible carloading, spark choke damper, screening machines, malt cleaners, reels, bins, tanks, hoppers, conveyors and fittings, complete elevating-conveying systems, general sheet metal work, and the designing and building of special machinery.

Tourist: "Gee, I'm feeling fine this morning. I slept like a log."

Bed Partner: "Yeah, like a log with a saw running through it."



5 O'CLOCK TREATMENT

FOR INCOMING GRAIN in the COUNTRY ELEVATOR

ANOTHER LARVACIDE SIMPLE, EASY WAY
TO CRACK DOWN ON INFESTATION . . .

At the close of business day, leave

about 25 bushels in the wagon dump hop-

per. With belt halted for about one min-

ute, pour Larvacide into several cups—

3 to 4 fl. oz. for each 100 bushels received

that day. Then run up the entire 25

bushels. That's all! Larvacide will pro-

ceed to permeate grain received that day.

TO CLEAN UP BIN BOTTOM INFESTATION

In Terminal Elevators

before running in new grain, throw in a quart or so of Larvacide through top opening just before weekend shutdown. Leave bin closed over weekend . . .

Larvacide
CHLORPICRIN

is easy to use and, we believe, offers the most economical, effective treatment for infested grain. Comes in liquid form in cylinders, 25, 50, 100 & 180 lbs., and 1-lb. Dispenser Bottles, each in sealed can, 12 to case. Larvacide is stocked in major cities.

Write for booklet GR.

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STRONG-SCOTT MFG. CO., Ltd., Toronto, Winnipeg, Calgary

SMOTHERED IN HOLD

Falling but six feet into a hold full of rye aboard the J. J. H. Brown, crew member Walter Payne, 17, was smothered. He had been working on the deck of the ship which was being unloaded at the Rialto Elevator in Chicago, operated by General Mills' Star Grain Division.

INSPECTOR INJURED

Hurt when he fell through an unguarded manhole over a grain pit while making an inspection, damages of \$10,630 for personal injuries are asked by Anton Veasen, an employee of the Railroad & Warehouse Commission, Minneapolis, in a suit against Pillsbury Mills.

FALLS DOWN SHAFT; DIES

Falling down an elevator shaft while making his rounds, Charles Staley, 65, night watchman in one of the Omaha terminal elevators, was instantly killed.

FATALITY WITH HOPPER CARS

Caught in the suction of wheat being unloaded from a hopper bottomed car, Terry Westman, 9, was killed when he jumped into an open car at the Rodney Milling Co's plant at Lindsborg, Kan. Pulled under and suffocated, his playmate was unable to get help in time to save his life.

GALESBURG SOYA PLANT BURNS

Nearly \$400,000 loss was suffered this month through the second conflagration within 3 yrs. to the Galesburg (Ill.) Soy Products Co.'s plant.

WEBER MILL BURNS

Fire destroyed the 2,000 bbl. Weber Flour Mills this month. Most of the mill equipment was destroyed when flames gutted the unit. The elevator and warehouse were undamaged. Rebuilding is planned.

FIRE SAFETY BOOKLET

A well illustrated 40-page booklet has just become available on the important subject of "Employee Organization For Fire Safety." Compiled by the National Fire Protection Ass'n, 60 Batterymarch St., Boston, Mass., single copies are available at 25c, larger quantities for less.

Starting out from scratch, the authoritative text is a complete course in fire protective measures, and is suitable for weekly meeting discussions by crews. Well printed in large

faced type, the illustrations give many helpful hints of value to all.

FOOTBALL TEAMS POUR CONCRETE

About 125 football players from four high schools in and near Clinton, Iowa, came to the rescue of Pillsbury interests who started a 1,000,000 bu. terminal last fall but had to cease operations because help was lacking. School out, the coaches are acting as supervisors in an around-the-clock operation that will see the unit, going up next to the company's soybean extraction plant, soon ready for operation.

NEW "GATEWAY" TERMINAL

Just as soon as materials and labor are available a 4,000,000 bu. terminal will be built by the Farmers Union Grain Terminal Ass'n at Grand Forks.

TO BUILD ADDITION

An addition to its plant is to be built by the Maritime Milling Co. on its property in Buffalo.

Record Montana Wheat Crop

Montana's wheat crop this year is expected to surpass the record 1927 yield of 81,713,000 bu., according to Jay Diamond, federal crop statistician.

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NON-ELECTRIC
PERMANENT MAGNETIC
SEPARATORS

Removes Tramp Iron From
GRAINS
and FOODS

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Your
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machinery from tramp
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turns investment with
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and FOODS

Protects
Your
Equipment

ERIEZ MANUFACTURING COMPANY
119 East 12th Street • Erie, Pennsylvania

CONVERTING HOPPER CARS FOR GRAIN

The towering wheat crop of 1945 is overtaking the railroads, stated **Business Week** this month in featuring a cover picture of one of 1,000 coal cars which the Santa Fe Railroad is fitting with steel tops to keep current record-breaking grain loadings on its line on the move. "Covering bottoms with paper makes long hauls easy," they say.

A majority of supers so far expressing an opinion favor the cement car as the best adapted car for bulk grain and grain products, which is just about

what these converted Santa Fe cars will be.

DUMPER FOR OGILVIE

A Richardson Car Dumper is scheduled for installation at the Fort William plant of the Ogilvie Flour Mills Co. Ltd. An efficient track layout is being arranged to accommodate the faster handling of both loaded cars and empties, according to D. MacDonald, Superintendent.

The world's greatest optimist is the old maid who pulls down a folding bed and then looks under it.

BUYS EMPIRE ELEVATOR

The Empire Elevator, owned by Osborne-McMillan Company, Minneapolis, has just been acquired by the Brooks Elevator Corp. The purchasers intend to convert the properties into feed manufacturing channels. The latter firm recently sold its "Union" Elevator in Minneapolis to the Froedtert Grain & Malting Co. of Milwaukee.

FROEDTERT BUYS MINNEAPOLIS TERMINAL

Froedtert Grain & Malting Co. of Milwaukee has purchased the 3,500,000 bu. Union Elevator in Minneapolis from the Brooks Elevator Co., according to Kurtis R. Froedtert, company board chairman and president. Possession will be given Aug. 1. This gives the world's largest malting concern over 10 million bushels capacity. In addition to the property acquired in Minneapolis, the company operates two malting plants in Milwaukee, one in Winona, Minn., and one in Detroit, Mich. Plans are almost complete for an additional new malt house to be built upon adjoining property in Milwaukee.

"Malt is playing an important part in the war effort in addition to its accomplishments in peacetime which continue during war periods as well," Mr. Froedtert points out. "Malt is needed in the manufacture of industrial alcohol, which in turn is essential in the production of synthetic rubber, smokeless powder, detonating agents, de-icing fluids, explosive stabilizers, pharmaceuticals, anti-freeze solutions, and other vital war materials. Malt is also used in the manufacture of foods and feeds for human and animal consumption, and for various other uses in addition to syrups, beer and whiskey."

Jack Gibbs is Superintendent of the Union Elevator.

TERMINAL TO PRINTER

The National Elevator of pre-Chicago fire origin, was sold on the auction block to interests reportedly representing the Cuneo press, whose plant adjoins the elevator's river-front property. Price for the 750,000 bu. plant and land is reported at \$39,000. Currently the terminal is under lease to Gerstenberg & Co.

Felix Schwandner, formerly with Bartlett-Frazier before becoming both president of the company owning the National elevator and Superintendent there, joined the staff at the Santa Fe elevator following the sale.

WATERPROOFING CAULKING PAINTING

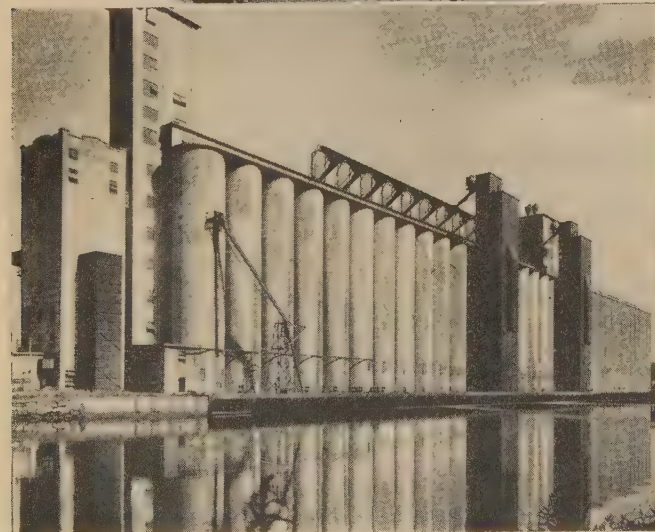


Elevators
of Standard
Milling Co.,
Buffalo, N. Y.,
John Mack, Supt.

THIS job done by world's famous LeMere's Steeple Jack Service, using waterproofing and Cartacaulk — products of The Supreme Paint Company, Cleveland, Ohio.

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ADULT WEEVILS ALONE ARE AFFECTED BY DDT

Confused flour beetles (*tribolium confusum*) were not all destroyed until they were in the adult stage of the life cycle, in experiments conducted by W. J. Davis, Chief Chemist of the Standard Milling Co., Buffalo, indicating that DDT is effective as a contact insecticide only, and that it does not have the ability to bring about more than a 50% effective kill when the beetle is in the egg, larval or pupal stages.

Attacking with speed and positiveness, the DDT killed the entire 100 adults placed in an 18 inch square box on a thin layer of flour. Using a 5% solution in an organic solvent, the entire lot were dead or incapacitated within 5 minutes. The lethal effect of the residue killed a second 100 adults introduced into the box 24 hours later.

Twenty-four hours killing time was required on another 18 inch square unpainted box which was sprayed with the same strength DDT solution and allowed to stand 30 days before a third lot of 100 adults were introduced. The effectiveness of DDT remained over 3 months.

DDT BACKFIRES ON HUMANS

A poisonous backfire on the higher animals, including human beings, is causing the advocates of DDT, the great new insecticide forthcoming from this war, to surround it with a great many precautionary restrictions. "The perfect post-war insecticide for the food plant," says Food Materials & Equipment, "may be on the way."

DR. PARKER TO BARLEY WORK

The malting industry of the United States has united in a far-sighted, long-time program for more and better barley through the formation of the Barley Improvement Ass'n, the purpose of which is to coördinate and apply the results of various research developments to the problems of practical barley production. Dr. John H. Parker, Director of the Kansas Wheat Improvement Ass'n for the past six years, and previously an agronomist and grain breeder at Kansas State Agricultural Experiment Station, will direct the work from his headquarters in Milwaukee after Aug. 1.

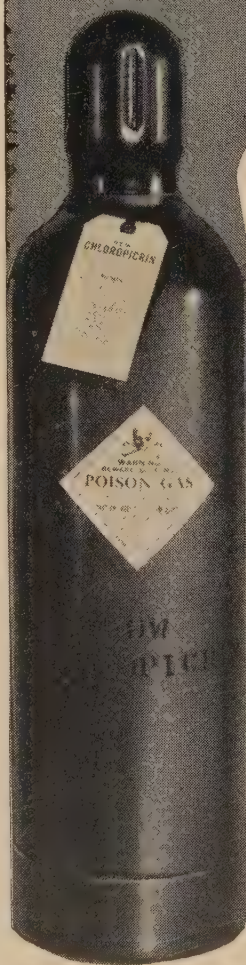
C. Kurth, Jr., of The Kurth Malting Co., Milwaukee, is chairman of BIA.

DEFINITION

"A friend," said Uncle Eben, "is a man dat laughs at yoh funny stories, even if dey ain't so good, an' sympathizes wif yoh misfortunes, even 'f dey ain't so bad."

FOR BEST RESULTS USE

DOW CHLOROPICRIN



FOR GRAIN
FUMIGATION
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RODENT CONTROL

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CHEMICALS INDISPENSABLE
TO INDUSTRY AND VICTORY

WHEN JOHNNY COMES MARCHING HOME AGAIN

By **GILBERT P. LANE**, Plant Manager
Arcady Farms Milling Company, Chicago

NOW that there are many men returning from active duty in the European theater of war to civilian life, as well as many veterans of campaigns coming back to the States for furloughs after months and even years of foreign service, what will they expect of us when they return? How should we treat these men?

Perhaps the cardinal rule for a soldier's homecoming is—**BE UNDERSTANDING!** Realize that he has *lived* the war constantly day and night for many months during which time the war has been his whole reason for existence. He is convinced that he has been in on the making of momentous history by which everything else seems trivial in comparison, and he takes for granted that our attitude is the same.

Secondly, **BE NATURAL.** Let him talk about his experiences if he shows an inclination to do so, but don't become maudlin and gushy about them. He doesn't want to be a "big-shot" or a hero or a one-man parade. His greatest desire is to get back to being himself in normal everyday life.

Third, **BE PATIENT!** We must understand that even at best the veteran is sure to be disappointed and disillusioned about some phases of his homecoming and we must "go along" with him until he readjusts himself.

And last, **WORK WITH HIM!** It's up to each of us to aid the service man attain normalcy by helping him find the road back in the world of business and in his social life. It is the least we can do for those who have given so much.



DETECTING CRACKS IN SHAFTS

In many cases a minute crack in a shaft is responsible for a bearing heating. Such minute cracks are often difficult or impossible to detect by the naked eye. When a crack is suspected in a shaft, gear or pulley hub or other metal parts with a finished surface, use the following test:

First, clean the surface and then paint it with a thin mixture of red lead and gasoline. In a short time the gasoline evaporates, leaving a thin coating of red lead on the surface; this should be wiped off with a dry cloth.

When the metal surface is then examined through a magnifying glass, a thin red streak will be seen if a crack exists.

This mark is due to the red lead which has been carried into the crack by the gasoline, and was therefore not wiped off with the remainder of the red lead.—Consolidated Grain Milling Catalog.

Peavey Company Recommends Book

A "Stop! Look! Listen!" book, an arresting call to all well-intentioned planners and socialists, to all who are sincere democrats and liberals at heart F. H. Peavey & Co., in their monthly Grainville Bugle, recommend "The Road to Serfdom," by the Austrian economist Friedrich A. Hayek, as one of the outstanding books of our generation and one deserving of everyone's careful consideration.

NEW CASTINGS TO REDUCE COSTS; IONIZATION FOR TREATING GRAIN

The war-developed technique of the precise casting of metals through the use of plastic molds is another step towards reducing costs and production time, eliminating many tedious hand operations, improving tolerances, eliminating flaws and/or gas pockets, and assures satisfactory replacements.

The use of ionization as a "setting" agent through the generation of O_3 likewise has considerable promise for use in grain handling and processing plants. Developing scientists believe dust explosions can perhaps be forever eliminated, that sour, musty, out-of-condition grain can be "reconditioned," that rancid soybean oil, for instance, can be revitalized, etc., ad infinitum.

On one chance application of this high-frequency ray to some rancid soybean oil the valuable proteins were said to have separated out, falling to the bottom of the container and giving the appearance of snowflakes.... These applications and this development appears to be but one of many which have both direct and indirect interest to our body, and with which we hope to keep abreast through a scientific technical research committee.—Steve Halac, The Glidden Co., President, Chicago SOGES Chapter.

PAPER SALVAGE CRITICAL

The salvage of waste paper is presently more important than ever. We dare not have a lapse following cessation of hostilities in Europe. And VICTORY in Europe will NOT lessen the demand for waste paper. On the contrary, the demand for waste paper will continue to INCREASE due to the necessity of packaging enormous amounts of supplies required in the Pacific theater, much of this in double and triple wrapping.

More than 70% of the paper and board produced in the U. S. now goes into war uses. Paper shipped overseas does NOT return for salvage. Consequently the need for INCREASED paper salvage at home is great. Actually there are two very real dangers facing us. A V-E Day let-down in paper salvage as occurred last fall, causing a crisis in December, January and February. Second, the summer months when 2,000,000 Paper Troopers, on vacations, will largely cease to exist as well-organized collectors of waste paper.

Men of leisure do little so-called original thinking. Original thinking is done by busy men.

HIGH CAPACITY GRAIN CLEANING EQUIPMENT for TERMINAL ELEVATORS!



NEW PRIORITY-RATED
EQUIPMENT AVAILABLE
FOR ESSENTIAL NEEDS

Hart-Carter normally offers a complete line of special, heavy-duty cleaners for terminal elevators. Included are the 2564 Carter Disc-Cylinder Separator, combining discs and cylinders; and the all-cylinder 45 Hart Uni-flow Grain Separator. These machines offer a profitable answer to whatever cleaning, grading, separating or processing jobs you may be called on to handle.

HART-CARTER COMPANY

670 Nineteenth Ave. N.E.

Minneapolis, Minn.

"THE WOUNDED DO NOT CRY!"

By Edgar A. Guest

"The wounded do not cry!"

No! We the wailers are!

Taxes are much too high!

Too scarce a good cigar!

Too long at work to stay!

No rubber tires! No gas!

Too crowded trains today!

When will such hardships pass?

Hear now the shameless cry:

No Scotch for holidays!

Too many bonds to buy!

Too many funds to raise!

Who can again rehearse

Such woes with sob and sigh

Hearing this from a nurse:

"The wounded do not cry!"

No Forms for Vets

Returning veterans need not fill out a new application-for-employment form when they ask to be reinstated in their old jobs within 90 days after their discharges, according to one regional war labor board.

HE'S A DISCHARGED VET

It is highly important that all become familiar with the honorable discharge emblem awarded to veterans of the present war, according to the Army, Navy, and the Rehabilitation



& Reemployment Administration. The emblem stands for "honorable service to our country." If these veterans are to have the respect and the consideration they so richly deserve, that emblem should be as readily recognizable as the uniform they once wore.

In the last World War, four thousand men were killed in the ten minutes before the Armistic was declared. Multiply that ten minutes by hours and days and weeks, and months, and even years and you will realize to what extent the power to shorten this war, and save the lives of thousands of our boys, lies within your pocket and your power. Buy Bonds!—FANNIE HURST.

Telephone operator to new girl she is breaking in: "No, honey, you say 'Just a minute, please,' not 'Hang on to your pants, mister.'"



TREASURY DEPARTMENT

WAR FINANCE DIVISION

WASHINGTON 25

February 22, 1945



Mr. Dean M. Clark

GRAIN

Board of Trade Building

Chicago 4, Illinois

Dear Mr. Clark:

The patriotic cooperation which you have so generously extended to the vital war finance program is sincerely appreciated.

A small token of this appreciation is the citation awarded GRAIN.

On behalf of the Treasury Department may we express our gratitude for your continued contribution.

Cordially yours,

Elihu E. Harris
Elihu E. Harris
Chief, Periodicals Section

UNITED STATES TREASURY DEPARTMENT

*For patriotic cooperation rendered in behalf of the
War Finance Program this citation is awarded to*

Grain

Given under my hand and seal on Feb. 5, 1945.

Henry Morgenthau Jr.
SECRETARY OF THE TREASURY

WINTERS DETECTS HEAT WAVES (IN HIS GRAIN) WITH EASE

*Charles J. WINTERS, Superintendent, New Orleans Public Grain Elevator,
Writes Another of His Inimitable Articles*

THIS is the story of a system and a man. The system isn't new—it was developed nearly fifty years ago. Today it is the valued and faithful servant of grain elevator operators all over the North American continent. Tomorrow it will spread itself wherever grain is handled to the far flung corners of the world.



The system is called the "Zeleny" and is a device for recording temperature fluctuations in stored grains. It is to the elevator man what traffic lights—minus pedestrians—are to the motorist; what the X-ray—minus the x-rays—are to the doctors.

Some months ago in writing an article on grain elevator operation for these pages we mentioned the Zeleny in passing. Then we got letters—"boo-koo" letters as our Louisiana cajuns would say—from plenty of places in the U.S.A. We got letters from the North and from the West and we even got one from New York where the boys normally know everything about everything.

Some curious ones, intrigued by the name perhaps, just wanted to know. Some were active elevator men who had considered installing the device and wondered about our experiences with it. To all and sundry we gave the best we knew—and we thought we knew something—but that was before we met the man.

14.5% Corn Safe at Gulf; Warns of Absorption

GRAIN, being a perishable commodity, deteriorates in storage in proportion to its age. Certain inherent natural forces, particularly excessive moisture, will, however, greatly accel-

erate the normal rate of deterioration and if not promptly arrested will ultimately render the affected grain commercially valueless.

In describing the destructive action of excess moisture in stored grain and the conquest of it by Zeleny and the man, our best subject grain is perhaps the common variety of American Dent corn—white, yellow or mixed.

American Dent corn, in the Gulf area, is considered safe for storage when the moisture content does not exceed 14.5%. Corn of a higher moisture content, unless it is intended for prompt consumption, is usually dried in specially designed grain driers, which through the joint action of heat followed by cold air reduces the moisture content to the desired percentage. Corn, however, like most porous substances, absorbs moisture from the atmosphere.

It therefore not uncommonly happens that corn originally considered safe for storage will be found to have absorbed, while being handled or from other sources, sufficient excess moisture to render the grain a risky storage proposition—were it not for the Zeleny.

Corn of an excess moisture content while stored in bins quite naturally develops heat—which is duck soup for the Zeleny to detect.

Granary Weevils Responsible for Drink, Profanity

ANOTHER common source of heat in stored grain is insects. Scientists have catalogued so many different kinds of insects that can and do infest stored grains as to give us a nightmare just thinking of them all. So let's limit this description to the common garden-variety of granary weevil and take as our subject grain, wheat—wheat of most any kind or variety.

A granary weevil is a very pernicious influence indeed. It has a habit

of making grain elevator superintendents take to drink. It has caused more profane invectives to be levelled at some insecticide manufacturers than any other class of people on earth. It will start on one end of a kernel of grain and bore straight through—just to see what's on the other end.

One would never suspect that such ugly, nasty little things would lean to the romantic side—but they do. Oh, quite definitely! Woo-pitchers par excellence, that's what they are, and when they finally set out to raise a family they really do it in a big way. First come the—or rather—well, anyhow the eggs come—plenty of eggs. Then the larva—and then the real tough varmints who, if left to their own devices, would ultimately destroy every kernel of grain the grain-growers of the world could raise—if it were not for the Zeleny. (Of course, the insecticide manufacturers do help.)

Bugs Create Their Own "Hot Time"

NOW, the action and friction caused by the weevil's invasion of the kernel of grain sets up minute quantities of heat and the amount of heat generated increases markedly as the



"DUKE GOES AFTER THE BONE AS WE CLOSE THE DOOR—THAT WAY WE'RE SURE NEVER TO LEAVE THE LIGHT BURNING."

extent of infestation rises. In other words, every increase in the weevil family quite naturally develops more heat and—that's right—duck soup for the Zeleny.

But what the—! What is the Zeleny, you ask? Okay, here goes.

The Zeleny begins in the storage tanks where grain is customarily stored. Hung from the ceiling and usually in the center of the tank is an extra-heavy duty $\frac{3}{8}$ -inch pipe extending virtually to the bottom of the tank. This pipe is fitted with special-built couplings and clamps designed to permit the pipe to withstand the enormous strain imposed when grain is drawn out of the tank.

Encased within the pipe is a specially designed cable extending the entire length of the pipe and having offset junction cables at pre-arranged distances along its length—the usual distances being five to ten feet apart. Therefore, an 80-foot deep tank would require a 10-wire cable with each connection spaced at 8-foot intervals.

Cables are brought up through the tank top into a junction box built into the floor from whence they are led through conduit lines to a preferably dust-tight room commonly called "the Zeleny reading room."

The reading room is equipped with a switch—bound to the back of which the cables from the tanks are attached in a manner quite similar to a regulation PBX switchboard. Relationship of the wires in the tank and their corresponding connection point on the switchboard is established by means of different colored wires, red, blue, green, etc.

The switchboard itself is fitted with rather ingenious table switches and plug-in receptacles which permit the elevator operator to plug into each connection at the various levels within the tank and automatically record on an illuminated and calibrated scale the temperature of the stored grains at those various levels within the tank. These temperature readings are inscribed each successive day on a form prepared especially for the purpose.

Like Policeman Detecting the Crime; Judge "Fumigant" Sentences the Guilty to Die

AS previously pointed out, excessive moisture produces heat which increases in intensity with the passage of time. Insects also produce heat in proportion to their numbers and extent of their activity. Therefore, any sudden or steady increase, or, in fact, any unwarranted temperature fluctuation as indicated by the Zeleny

readings acts as a warning to the elevator man that something is amiss in the tank affected and he is therefore enabled to remove and visibly examine the condition of the grain, after which he may take the necessary steps to correct the condition.

In the case of excess moisture he will remove the excess by drying and blowing, and if insects are indicated he will endeavor to eliminate them by treating with insecticides.

Now for our own experience with the system. The system was installed at our New Orleans Public Grain Elevator during 1917-1918 at a cost slightly exceeding \$19,000 or \$.0095 per bushel of storage space equipped. From the date of installation up to the quite recent past the system has given satisfactory performance. The cost of maintenance has been negligible and what small repairs were necessary have been performed by our own people.

Within the recent past, however, we found it necessary to perform certain repairs to the concrete bottoms of our tanks. The workmen engaged to do this work were forced to remove a considerable number of our Zeleny tank installations in order to properly pour the concrete. As a consequence, when the repairs to our tanks were completed our Zeleny system was left inoperative and in a sorry mess indeed—that's how we came to meet the man.

He walked into our office one lovely January morning. A bank clerk maybe, or perhaps a bookkeeper, but never a mechanical technician.

Later in the day, however, when he began telling our master mechanic (no slouch himself) what's what, we began to sit back and take notice of the guy. And next day when he started slapping those tank installations back into condition in nothing flat—well, he just won for himself some ardent admirers, that's all.

An efficient, hustling little fellow, who takes his work seriously and really knows what it's all about—that about describes S. C. "Chet" Klaus, vice president and mechanical genius of the Zeleny Thermometer Company, Chicago.

On the personal side, Chet is the type who can slap strangers on the back and make them feel like old friends. Said he thought New Orleans was next to Paradise (we agreed with him), and that we were the perfect host. Who wouldn't be a perfect host with him and his uncanny wizardry with the Zeleny system in the role of guest.

An armored division moves only 21 feet per gallon of gasoline—burns 25,000 gallons in 100 miles.

KID SALVAGE



WISTFUL VISTA

By Mollie McGee

If all the Wistful Vistas in the United States were gathered into one Big Town, and the war depended on all these Fibber McGees; may the Lord forgive me for even thinking of it, but wouldn't Hitler be giving us the bum's rush.

Himself—McGee I mean—has spumed many an idea to improve our financial and social status, I admit, but without work. The net results have been:

- a—an occasional glimpse at the rainbow, and
- b—hiding from the bill collectors.

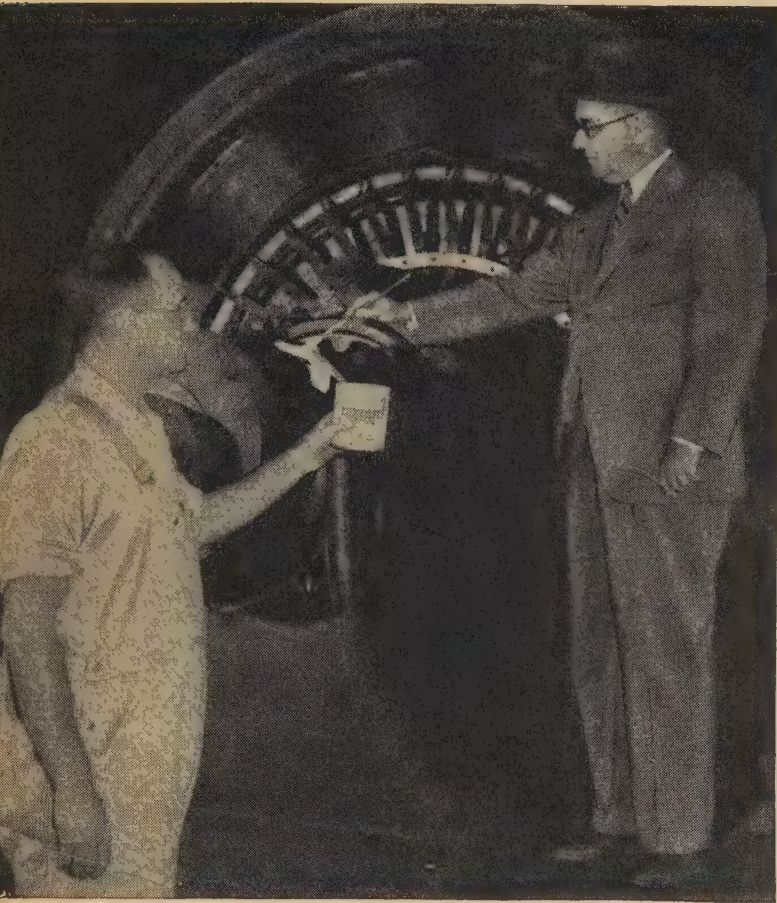
Now, I'm not against anyone else living on Wistful Vista, but I do know that good intentions won't get us the life of Riley after the war, and so the McGees are taking a bit of lesson out of that new booklet, "How To Get There," now being distributed by Mr. Morgenthau's War Finance Division.

Their simplified chart shows me that if I can save Alice's board of \$7.50 each week, we'll have \$4,329 by 1955 or enough to give us a step into Easy Street; to keep us free from worry and want, to give us a rooftop or give me and McGee a chance to have my own business.

We've read a lot about War Bonds and the Payroll Savings way of saving regularly, but after I studied that pamphlet, I discovered how simple it is to move from wishful thinking to actual saving.

I hope that all the menfolks in the country have a chance to read this pamphlet. I'm sure they'll buy more War Bonds and give all of us a better place to live after the war. It won't hurt us women to read it, either.

"X" MARKS THE SCRAP



an Exec's X marks this machinery for the salvage drive. Only a top man in a plant can consign equipment like this 45,000-pound rotary converter to the scrap heap. Formerly an important cog in the Kansas City Power and Light Company, it can be turned into a dynamo of destruction against the Axis.



"... depression after the war?"

PEOPLE are speculating about the time when Hitler and the Japs will go down for the final count. They are asking: "What's going to happen to me and my job? What are the chances of a depression after the war?"

Pessimists prophesy a long World War II and World War III in the offing. They see clean smoke stacks, rusting machines, silent spindles, pulleys and gears, idle tools and fixtures, flooded mines, closed pay windows, men whittling, apple-selling, misery, gloom, poverty.

Optimists see Allied victory by 1945-1946-1947. They visualize rapid reconversion, limited and temporary unemployment, a tremendous demand for peace time products backed with ample money and credit to buy them, marvelous new developments in a few years, easier work for more people, a high standard of living, time for recreation, no more war. They see peace, security, happiness and contentment—in our time.

NEITHER is 100 per cent right—neither is 100 per cent wrong. No one knows all the answers because there are so many difficult problems, so many complications, so many of what we call "imponderables."

But a stimulating answer to the question, "What are the chances of a depression after the war?" appeared in a recent issue of the *Redbook* magazine with the answers to several other current employee's questions about the postwar period.

Frederick C. Crawford, President of Thompson Products, Inc. and Chairman of the N.A.M. Board of Directors, speaks for industry when he tells you in answer to this question that "there will not be a depression if labor, management, government and industry play ball; if they put the interests of the country above selfish gains. If we have a depression it will be only because we have bungled an opportunity.

"WHY should we have a depression? One hundred thirty-six million people in the United States—not to mention millions in other lands—need every conceivable item from safety pins to bulldozers, from girdles to girders. There is a pent-up demand that staggers the imagination.

"We can have the greatest era of prosperity in all history. The war has produced amazing developments in production methods, in improved tools, in metals, chemicals and synthetics. Whole new industries can create millions of new jobs, if management gets the green light."

The postwar job isn't for industry alone. Yet industrialists all over the country work day and night first to speed victory and second to organize,

for quick reconversion. These men plan for the least possible dislocation and unemployment. They strive for a high level of production that will mean job security, a high standard of living, a sound and prosperous future. As all loyal Americans they are vitally interested in these things and they will do their part of the job *if*—as Mr. Crawford says *they get the green light!*

THE SOYBEAN'S UNCERTAIN FUTURE

After its meteoric expansion as a new agricultural industry, the soybean appears to be headed for a period of readjustment. Few crops have received so much favorable publicity or been favored by so extensive research. New uses which have been uncovered for the products of the soybean will encourage further expansion of production.

The domestic soybean harvest of 195,762,000 bu. set a record in 1943, which compared with average production of only 6,874,000 bu. during the years 1925-1929. This year it may reach or exceed 200,000,000 bu. The entire industry is now operating under the CCC. No other important crop has this distinction. To encourage production, the Government has constantly raised prices—for the 1944 crop they will be \$2.04 bu., against \$1.80 in 1943 and \$1.60 in 1942.

Thus far industrial demands have accounted for only a small part of the production of soybean meal and oil. Live stock feed has continued to take over 95% of the meal output, and over 80% of the oil goes to edible purposes. Efforts are being made to increase the use of soybean products as food, and the results have been indefinite due to wartime conditions in consuming markets. But the value of soybean protein in the human diet is being increasingly recognized.

In the postwar period, even the most optimistic trade interests agree it will be difficult to compete with imports of foreign oils. Also, a reduction in feeding demand appears inevitable, and if high prices for soybeans are still guaranteed growers, the industry will be greatly handicapped in this highly competitive field. On the other hand, if controls are removed and prices permitted to recede to a competitive basis, there may be some shifting to other crops.—*Journal of Commerce.*

WHAT POOR HOUSEKEEPING REVEALS

USUALLY a safety inspector doesn't have to go through an entire plant to get an opinion of the attitude of the local management on safety. A few minutes in the plant will tell.

Housekeeping is perhaps the biggest factor to check. You will never find a plant with a good safety record and poor housekeeping. The two just go hand in hand. A poorly kept plant shows either a "don't give a damn" attitude or a spirit that has been broken by today's conditions.

Besides the evidence of poor attitude to the safety program, poor housekeeping increases the possibility of fire and explosion.

Milling Industry Fires Highest Per Incident

THE National Fire Protection Association has just released a review of the "important" fires between Sept. 7 and Dec. 7, 1944. There are 101 fires listed with a total loss of \$24,971,400.00.

Of these 101 cases, 14 were in plants in the milling industry, with a loss of \$3,683,500.00. This is an average

cost of \$263,107.00 per fire. This average for the milling industry is higher than the average of all fires (\$247,240.00 per fire).

We, in the milling industry, are vulnerable to fire, and our first move to prevent fires is to keep the plant clean.—G. S.

Tom, Dick & Harry, Inc.

The lowest paid man in business is a partner with the highest executive in the American system of free enterprise. We are fighting this war to preserve, first of all, the privilege of every American to participate in this system.

Advertising has built free enterprise, has created the huge industrial organization that has made it possible to put a million men in the army in a year, and equip them with all the implements of war. Without the factories made possible by free enterprise, the huge task of turning out in a year ??? planes, of supplying arms, ammunition, tanks, ships for our own forces and for our allies would have bogged down months ago.

Advertising's job for the future is to preserve free enterprise. It can do this job. Advertising can sell . . . must sell every worker the idea that he is an equal partner in this great American system. Keeping alive the memory of trade-marked goods missing today because of war production is a part of this job.

Every advertisement we carry helps to perpetuate more firmly the American system of free enterprise . . . to keep industry mobilized for a quick return to consumer production when victory comes. That is advertising's job today and for the future.



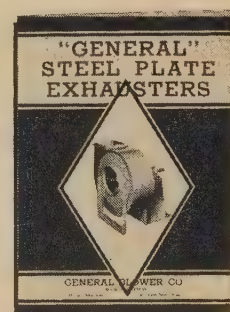
The General Says

ATTENTION

Write today for the complete information which General Blower Co. has prepared for you regarding

GENERAL STEEL PLATE EXHAUSTERS

Ask for Portfolio
MX-102-G.



GENERAL BLOWER COMPANY

Producers of Air Moving Equipment

401 North Peoria St. Chicago 22, Illinois

NEW APPROACH TO SILICOSIS CONTROL

In fine aluminum powder, medical science believes it has found a prevention and remedy for silicosis, the dread lung disease which attacks workers who inhale silica dust in mines, quarries and foundries. Investigations in the field have been reported in *The Canadian Medical Association Journal* and in papers read before the Canadian Institute of Mining and Metallurgy.

The aluminum dust treatment is based on the theory that silica dust inhaled into the lungs is slowly transformed into harmful silicic acid by body fluids. This acid causes scar tissue so that the lungs can no longer function properly. Physicians found that aluminum particles, once retained in the lungs, form a protective coating over the silica dust and prevent it from dissolving.

Organized research on the problem of combatting silicosis was first undertaken in 1932 as a cooperative project by McIntyre-Porcupine Mines, Ltd., at Schumacher, Ontario, and the University of Toronto. On the recommendation of the late Sir Frederick Banting, discoverer of insulin, this mining company called in Drs. J. J. Denny, W. D. Robson, together with D. A. Irwin from his department to experiment with silicosis. Dr. Irwin has since become associated with Aluminum Company of America.

In 1936 these researchers discovered that small amounts of the aluminum powder prevented the development of silicosis in experimental animals. In

1939 the clinic doctors went to Dr. Francis C. Frary, the research director of Aluminum Company of America, to assure themselves that aluminum powder would be as harmless to humans as it had proved to animals.

Dr. Frary and Dr. J. B. McConaughy, physician for Alcoa's New Kensington Works, made available to them the health records of 125 employees who for many years had been engaged in the manufacture of finely powdered metallic aluminum for the paint and ink industries. Their health records seemed even better than those of the plant's 3000 other workers.

While the Canadian researchers were carrying on their experiments, Dr. J. W. G. Hannon of Washington, Pa., cooperated with them in using the aluminum treatment with men in the ceramics, silica-brick foundry, steel and glass industries in Pennsylvania.

His first test group of 33 workers treated with aluminum powder showed improvement in all cases, gain in weight, better lung ventilation, and increased ability to work. Another group of 143 workers who claimed disability from silicosis finished the treatment period with 135 improved, six unimproved, and two worse.

Dr. Hannon summarized his findings as follows:

1. Inhalation of aluminum powder will alleviate the symptoms of silicosis in a high percentage of cases.
2. Treatment with aluminum results in improved health, morale, home con-

ditions, industrial labor relations and production capacity.

3. The rapid type of silicosis is particularly responsive to aluminum therapy.

4. Inhalation of aluminum powder will prevent silicosis.

The aluminum treatment is quite simple. Workers merely inhale the harmless powder before going to work; the aluminum particles do the rest. At the McIntyre-Porcupine Mines, for example, workers take preventative aluminum treatments while they change their clothes before entering the mine. The air in their "change room" contains a trace of aluminum powder, and as each man takes an average of ten minutes to change into his working clothes, his daily treatment lasts that long.—From *Ceramic Industry*.

BUELENS EXPERIMENTING WITH MAGNETS IN SPOUTS

Emil Buelens of The Glidden Company, Chicago, has that fertile mind of his functioning on a new project, it was learned from unimpeachable sources of late.

"We saw the new ad in 'GRAIN' of that magnetic separator manufacturer, Eriez Mfg. Co.," he is purported to have said. "Of course we have just about every kind of a magnetic

separator in our plant that each different set of conditions would dictate installing—particularly in our processing units. But what especially appeals to me about this newly advertised product is that there are no wires, no human factors, and no deterioration of the magnet's effectiveness.

"So here's what we are doing on an experimental basis—the results of which we will make available to everyone when our work is completed: We are installing these magnetic separators in the elevators over the pit where the hopper comes down to the throat. We feel we can definitely and inexpensively keep out all non-ferrous metals from the grain we take into the house, thus whittling down the chance of a fatal spark from this cause."

Mr. Buelens believes others ought to co-operate with him in this work so that all conditions may be determined at one time. His address is 5165 W. Moffat St.



Fire and Dust Proof Removable Section

ELEVATORS

ELEVATOR CASINGS

SPIRAL CONVEYORS AND BOXES

SPOUTING AND BLOW-PIPING

THE "MILWAUKEE" CYCLONE DUST COLLECTOR

COMPLETE ELEVATING, CONVEYING AND
DUST COLLECTING SYSTEMS

L. BURMEISTER CO.

MILWAUKEE

WISCONSIN

ON SCIENTIFIC PROGRESS

Of the thousands of manufacturing institutions and businesses in this country, only 166 of them show activity within or beyond the range of obtaining ten patents per year, and of these, 75% are only mildly active. In other words, all but less than 1% of the manufacturing concerns in this country are living a hand-to-mouth existence from the technical point of view.

To protect themselves from their more aggressive competitors, some of these concerns have been complaining to the government about the evils of the patent system. In the end, of course, this will not settle their problem, for it will either eliminate technical progress in this country in favor of other more aggressive nations, or it will force the government to do their research and development—a step towards socialism which they resent even more.

The ultimate solution lies in jumping on the bandwagon, and already many of those who do not feel able to cope with the problem alone have formed research pools from which they have benefited appreciably. Even though we may consider the U. S. as the most industrially progressive nation at present, we are advancing at only a snail's pace in comparison with our potential ability in this direction. —The Technical Survey.

AWARDS FOR INGENUITY

Ranging from completely electrifying farms down to inventing devices that electrocuted mice as they ran across a granary floor, nearly 15,000 of the nation's farm young people entered the 1945 contest sponsored by Westinghouse Electric Corp.

When her father died and her brother went to war, Frances McMillen of Enid, Okla., made electricity do so many jobs that she, her mother and younger sister could operate the farm. Walter McAvoy became so proficient in uses of electricity that he opened a commercial shop of his own in Lockport, N. Y. A wind charger set to bring light and power to Rodney Hall's home in Parker S. D., and several other outstanding accomplishments were recognized with national awards and \$200 scholarships from Westinghouse.

A HORSE HOW LONG

Scotchman (at riding academy)—“I wish to rent a horse.”

Groom—“How long?”

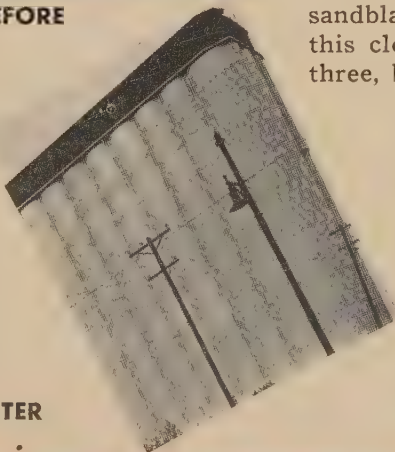
Scotchman—“The longest you've got. There'll be five of us going.”



4



BEFORE



AFTER

FOR MORE PROTECTION

The weather is continuously “gunning” for elevator structures . . . freezes and thaws . . . rain and snow . . . heat and cold result in disintegration, cause cracks that permit leaks and promote loss.

What *must* be done to repair the damage, to *keep* cracks bridged and surfaces *permanently* watertight?

Here are the “*musts*” of the B. J. Many Company.

All disintegrated concrete *must* be chipped away and rigidly restored with Gunitite under heavy pressure. All surfaces *must* be sandblasted and waterblasted. Then, on this clean, sound base, not one or two or three, but **FOUR** coats of extremely flexible, waterproof In-Fil-Tro-Flex *must* be applied.

A B. J. Many job costs more, it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy.

A survey of your requirements will be made and cost estimate submitted upon request.

B. J. MANY CO., INC.
30 N. LA SALLE ST. CHICAGO 2, ILL.

Detroit, Mich.: 213 State St.

Baltimore, Md.: Baltimore Life Bldg.

Agents in: Seattle, Winnipeg, Fort William, Toronto, Montreal.

Taking the "B. O." Out of Grain and Giving It "S. A." (Sales Appeal)

By ROBERT G. HUNT, Tacoma, Wash.

WHEAT washing is a much larger subject and carries far more meaning than the term implies. In fact the term should not be confined to wheat alone, but should include barley and oats as well.

I know of no other machine more essential or practical than a washer, inasmuch as it can be used for so many purposes. I am firmly convinced that if more grain companies would make a thorough inquiry and fair investigation wheat washing would become a factor in all grain terminals.

Hardly know just where to start on this subject, and I don't calculate to stop—as the job called "washing" is just that big. I'm like the proud Grandmother, who proclaims the wonderful qualifications of her grandchildren with such non-stop gusto that the corners of her mouth drool; so should you find the ink of this letter all concentrated to one corner, please understand that's how I feel regarding the washing—my mouth won't close.

More Than Pushing Button

WASHING entails infinitely more than pushing the button on the starter, opening the bin and turning

on the water—although some try to operate in about such a fashion and reap accordingly, while others who use judgment and exert care obtain results plus profits.

Each car of grain is a separate lot or parcel and should be treated as such if at all possible. Each has its own need of machine adjusting, perhaps at a higher or lower speed, less volume of grain, or maybe additional amounts of water. This kind of operating may seem fussy, but it works, and there is practically no conflict of operation, i.e., the grain need not be kept separate after being washed.

Naturally enough to wash wheat will lower its protein content, however very frequently lower protein commands a premium. At any rate any loss in protein content will be overcome by increased test weight and whatever gain in gross weight accrues in the treating.

Wheat carrying high protein should be washed so as not to greatly reduce or impair the protein content. I have seen wheat carrying 16% protein, 1½% smut assessment, which after washing analyzed 15½% protein, no trace of smut, and had increased 1

pound over the original test weight per bushel, plus a small gain over gross weight. This is not an isolated or selected instance, but can be depended upon consistently with good operation.

No Fixed Rule

NO fixed rule can be given by which to wash grain as many factors are involved such as the percentage of smut, variety and texture, moisture content, thin or heavy bran coating, etc. However the variable speed drive now used on washers guarantees a flexibility of operation, is simple in adjustment, reliable and dependable.

There is much more that can be said about the merits of a washer, but which is difficult to cover thoroughly in a general survey on the subject, however one more point may be added here. Some may ask: "What percentage of washed wheat can I mix in and not be penalized by a 'treated' notation?" Perhaps 10% on a poor job of washing, but it is possible to use 100% of a good job of washing and receive a clear certificate.

Feed manufacturers can well afford to consider washing of grain, as these machines will show them a consistent profit. A washer also works magic on weevily wheat. I have washed carloads of weevily wheat and if the grain is undamaged the little devils take an excursion down the sewer.

Has Many Other Uses

IN spite of all the good treating given to seed wheat to eliminate smut, we still have smutty wheat. Also conditions over which we have very little control cause considerable grain to move to market out of condition. This is true each year and nothing will remove the impurities and musty fungi except a washer. These elements still remain in and on the grain even if sent to a drier when received, but a washer cleans them up fine.

Question

A man thirty-five years old adopts a little girl five years old. He is seven times her age. Five years later he is forty and she is ten; he is four times her age. Five years later the man is forty-five, while the girl is only fifteen; he is three times her age. Fifteen years later finds him sixty and the girl thirty; he is now only twice her age.

In how many years will he be her age?

And, after you've answered that one, try this. In how many years will he learn to be his own age when dealing with women?

UNBELIEVABLE

When you invest in a waterproof covering for your costly grain plants, you want something good, something that will last for years. Satisfied users of Hydrozo Mineral Waterproofing think the protection it affords is unbelievably satisfactory and economical. Ask us more. Write

Hydrozo Products Company

SALES OFFICE

2306 University Avenue

Madison 5, Wisconsin

SUPERINTENDENT WANTED

Superintendent wanted by large distillery to look after grain receipts amounting to 65 to 70 cars a day. Someone experienced in handling workmen, with broad grinding background needed, in addition to being expert in the handling of grain. Preference will be given to those who also have had millwright or construction experience. This is not an easy job, but pays well. Give full details in first letter; all replies held confidential. Address K5H, c/o "GRAIN."

SELF PRESERVATION—

THE FIRST LAW OF NATURE

In the manifestation of this law, Man has extended his individual existence to a point where the average life span now exceeds that ever before attained. With thanks due largely to the medical profession, a baby born today has a life expectancy 22 years greater than one born in 1850.

However successful Man has been by various means at his command to preserve and extend his own existence, his efforts applied to certain products, developed for his use or convenience, have been even more fruitful. In this connection, just consider the various and unrelated subjects such as the specimens of rare, old Spanish leather; the unique textiles used by the ancient Egyptians for swathing the bodies of their mummies and the bodies as well—all striking examples at disinterment of almost perfect preservation, due solely to the administration of proper preservative agents.

Although the IMPERIAL BELTING COMPANY of Chicago makes no claim of having discovered the secrets of the Ancients, still the Company has been notable for its achievement in developing a compound for impregnating REXALL Leg Belting—a compound which increases REXALL longevity far beyond that of other types of belting. This compound gives great significance to the term "stitched and treated fabric belting."

With many REXALL Belts in operation over 20 years and still in good condition, who knows that but for the stresses, abrasion and flexing involved in leg belt service, REXALL might even rival the products of the Ancients in the matter of time.

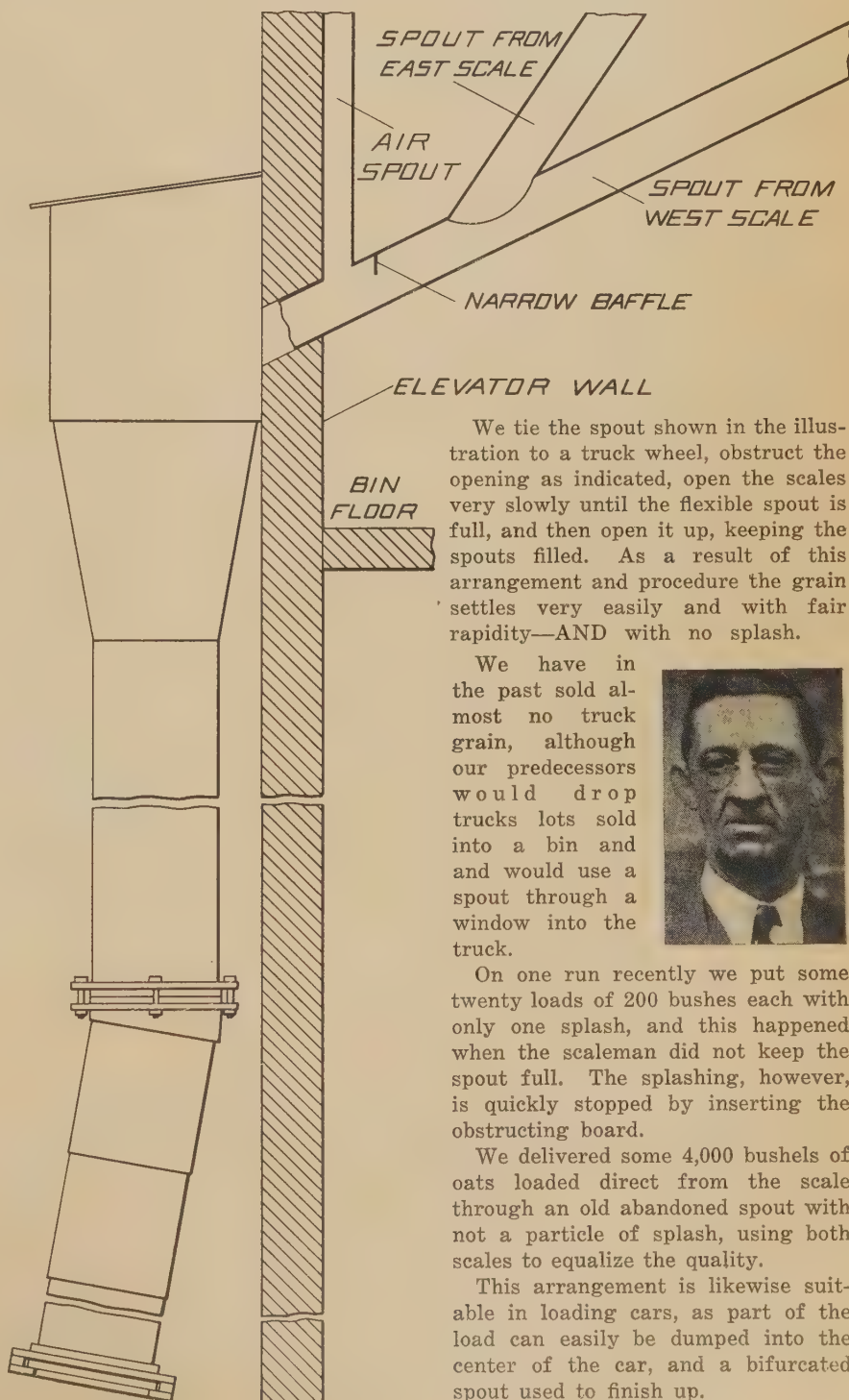
The benefit does not stop at increased longevity; the compound yields efficiency also by maintaining flexibility and providing tractiveness which, reducing slippage, results in more grain handled per hour.

The special duck used in REXALL leg belts is 17% heavier and 33½% stronger than the 32-ounce duck used in competitive leg belting.

(ADVT.)

A SIMPLE METHOD OF USING AN OLD SPOUT FOR LOADING TRUCKS—AND WITHOUT SPLASHING—DIRECT FROM HOPPER SCALES

BY EARL R. EVANS, EVANS ELEVATOR CO., CHAMPAIGN, ILL.



We tie the spout shown in the illustration to a truck wheel, obstruct the opening as indicated, open the scales very slowly until the flexible spout is full, and then open it up, keeping the spouts filled. As a result of this arrangement and procedure the grain settles very easily and with fair rapidity—AND with no splash.

We have in the past sold almost no truck grain, although our predecessors would drop trucks lots sold into a bin and and would use a spout through a window into the truck.



On one run recently we put some twenty loads of 200 bushels each with only one splash, and this happened when the scaleman did not keep the spout full. The splashing, however, is quickly stopped by inserting the obstructing board.

We delivered some 4,000 bushels of oats loaded direct from the scale through an old abandoned spout with not a particle of splash, using both scales to equalize the quality.

This arrangement is likewise suitable in loading cars, as part of the load can easily be dumped into the center of the car, and a bifurcated spout used to finish up.

Social Security Tips

Because some industrial plants can now or shortly will eliminate or reduce the amount of overtime work, and thus the amount of "take-home pay," it is extremely important that workers covered by old-age and survivors insurance contact their Social Security Board field office when they attain age 65 and check their benefit rights.

As the retired worker's monthly benefit is based on his average monthly wage, any substantial period of unemployment, or even employment at a lower wage will lower his benefit rate unless he files his claim for benefits before there is any decrease in the amount of his pay or in the regularity of his employment.

Any qualified individual may file his claim for benefits when he is 65 or older, although no benefits can be paid him so long as he earns as much as \$15 a month in jobs covered by the Social Security Act. If a person earns a substantial amount of wages after he has filed his claim, he may request that his benefits be recomputed. Regulations of the Board provide that the request shall be granted if it will in-

crease the amount of the monthly benefit.

There are three occasions on which the wage earner or his family should get in touch with the Social Security Board field office in order to protect their benefit rights: (1) When the wage earner attains age 65; (2) When the worker, age 65 or over, is no longer regularly employed or suffers a substantial decrease in his pay; and (3) Upon the death of the wage earner.

RECOMPUTE SOCIAL SECURITY

The amount of old-age and survivors insurance benefits available to once-retired workers will be recomputed by the Social Security Board upon request to include credit for wages received since the benefits were first claimed. Increased benefits to a large number of beneficiaries is claimed. Unless recomputation would result in advantage to the beneficiary the original award is not disturbed.

*"Gimme a kiss like a good girl."
"All right, but if I give you one like
a naughty girl you'll like it better."*

INCENTIVE PLANS BOOST OUTPUT 40%

During 1944 the use of wage incentive plans, which operate on the principle of paying employees more wages for greater effort, was marked by an increase in production per man-hour of about 40% during the first 90 days after institution of the plans. Wages also increased roughly 15-20% and the unit cost of production decreased 10-15% during the same period.

LABOR EFFICIENCY SINKS

Labor efficiency has fallen off 20 to 25% in the past two years, attributable to the draft of skilled personnel, Charles L. Barr reported to the Packaging Machinery Manufacturers Institute.

ANNUAL GUARANTEE FOR PLANT EMPLOYEES

Employment plans based upon annual compensation rather than hourly rates are under consideration in a good many industries. In some cases, labor unions are demanding the development of plans of this kind, but it may surprise you to learn that in many instances the impetus for this program is coming from forward-looking employers rather than representatives of employees.

The idea is not new. It has been in effect for a generation or two in certain cases. In others, it was adopted following the depression of the early thirties. While plans of this kind vary a great deal, the general idea is to get away from irregular employment at hourly rates and to establish some method of hiring plant employees by the year. Sometimes this takes the form of a minimum annual guarantee, but in other cases it substitutes annual wages for hourly pay.

There are important practical difficulties in the way of annual employment of plant workers, and these difficulties should not be minimized. However, it is a fact that these obstacles have been overcome successfully in manufacturing industries in which employment conditions are far less stable than they are in flour mills. We suspect the time will come, and not in the distant future, when plans of this kind will be adopted in our industry; and if that is correct, it is not too early for labor departments and mill managers to begin thinking their way through the idea.—*The "Hook-Up" of the Millers' National Federation.*

So the sailor married the glassblower's daughter and soon they had little goblets. . . .

YES,

**We have the EXPERT MECHANICS,
GUARANTEED MATERIALS, and QUALI-
FIED EXPERIENCE so necessary to turn
out a First Class Concrete Restoration
and Waterproofing Job.**

Let us make a Survey of your Plant
without any Cost or Obligation.

THE H. J. MELLEN COMPANY

**53 W. Jackson Boulevard
Chicago 4, Illinois**

Experts in Restoration, Water and Weather-
proofing of Concrete Grain Storage Tanks.

Boost Your Own Stock

By LEONARD J. DANIELSON

Arcady Farms Milling Company

Vice President, Chicago SOGES Chapter

AT this moment we are not so much concerned about education—or rather the basis for education, derived through books—as we are about that sort of education which teaches a man the proper relation between himself and his fellow worker and job.

In a broad sense a man's job is just what he makes it, and his personal standing in shop, in office, or in whatever field his duties lie, are generally based on the sort of standing he has made between himself and the work he does—plus or minus his personal soul. Men need to be educated along the lines of personal responsibility rather than the overly-emphasized failures of others, or those who may be over them.

Success cannot be gained for individuals through establishing laws or rules for or against a class, although in case of abuses such things assist. Success, however, comes ultimately only by reason of the way each man performs his tasks and his personal relation to these tasks. The whole story of success evolves around how the individual meets his obligations.

Need To Put Self Under Microscope

IF the American press and its many components could start some sort of a propaganda campaign emphasizing to folks their moral, mental and physical responsibilities, and if the pulpit would assist, and the worthwhile political leaders join in, all of us would be better off by a large amount. Why? Because for many years we have been altogether too much fed up on the other fellow's faults. This has developed a habit of wishing our troubles onto George, of complaining about George, of demanding and making laws to curb George—all of which has created an atmosphere of blaming the other fellow and has made altogether too many of us utterly oblivious to the need of self-analysis, self-study, self-criticism and a consciousness of our own individual responsibilities.

Business is a highly competitive occupation—so is politics. The rules of the game are pretty clearly defined, and in general the fighting is fair

(speaking of average business with which the average man comes in contact). One of the best known mottoes in average business relations is, "A knock is always a boost—for the other fellow", or differently, it means if you can't say anything good about a person, say nothing.

The average successful person conducts himself on positive rather than on negative lines. Selling one's goods on the faults of others has long since been taboo. This is because when the other fellow found that the tales the knocker told were false, he reacted in favor of the supposed victim.

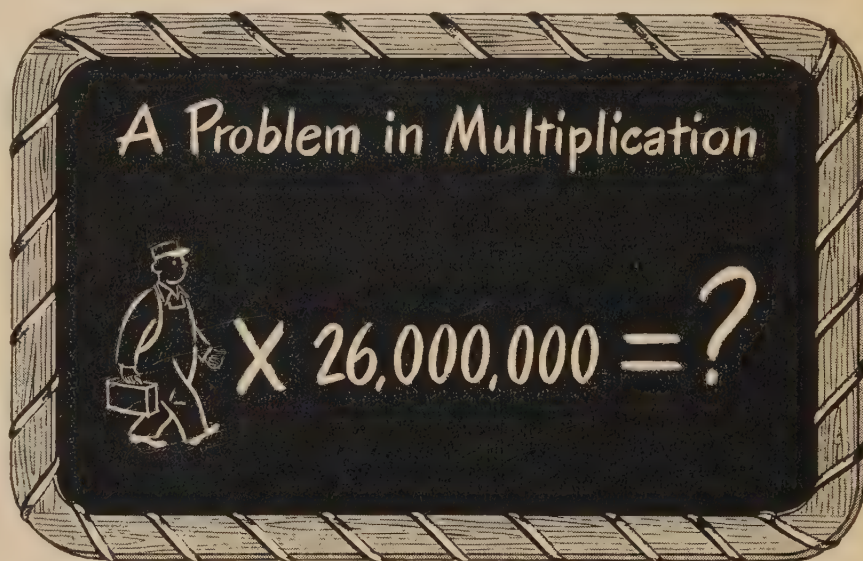
The joy and aim of the average knocker, by hook or crook, by prevarication, by misrepresentation, by innuendo, or even by lies, is to get something "on" the other fellow—"to plant" him if necessary. So loud are the howls of knockers posing as exemplars of virtue that we often think of a leader who refrains from howling as being a reactionary, a do-nothing, run by insidious influences.

In a business sort of way the average of us are the keenest people on earth, hard to fool, open to reason and fair in the extreme. At this moment of the war when materials are being demanded with a laxity of help, the less we knock the higher we will boost ourselves individually and collectively.

SOMETHING ELSE TO WORRY ABOUT

People who worry are slowly committing suicide, according to a noted doctor.

Well, doc, that gives us something else to worry about.



Take the case of John Smith, average American:

For over three years now, he's been buying War Bonds through the Payroll Savings Plan.

He's accumulating money.

Now suppose *everybody* in the Payroll Plan does what John Smith is doing. Suppose you multiply John Smith by 26 million.

What do you get?

Why—you get a whole country that's just like John Smith! A solid,

strong, healthy, prosperous America.

For a country *can't help* being, as a whole, just what its people are individually!

If enough John Smiths are sound—their country's *got* to be!

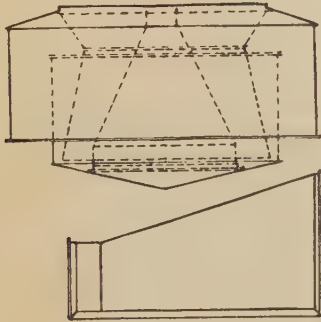
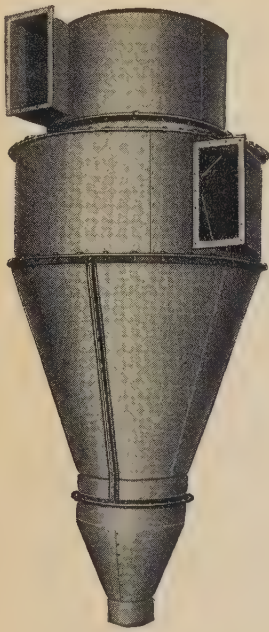
The kind of future that America will have—that you and your family will have—is in your hands.

Right now, you have a grip on a wonderful future. Don't let loose of it for a second.

Hang onto your War Bonds!

BUY ALL THE BONDS YOU CAN...

KEEP ALL THE BONDS YOU BUY



Packed for shipping. The bonnet, stack and secondary cone nest inside the main body. The 2 halves of main cone nest together.

The DAY DUAL-CLONE DUST COLLECTOR

**NOW available in BOLTED
FLANGE Construction (Design 2)**

Completely prefabricated and riveted at the factory—requiring only assembling and bolting together at the flanges.

This construction permits more compact packing for shipment and easier handling for installation. It greatly simplifies inside installations—especially of larger sizes.

Patented DUAL-CLONE construction utilizes to the utmost the basic principles of cyclonic separation—assuring **LOW RESISTANCE**, high **SEPARATING EFFICIENCY**, low maintenance cost, compact design, easy installation. All these advantages are retained in this DAY BOLTED FLANGE construction.

CORRECT ENGINEERING

is one of the most important factors in a successful dust control system. You **GET** it—in every DAY job!

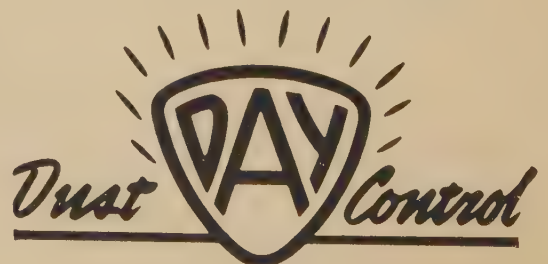
Let DAY Service Save You Money

The DAY organization has over 64 years' experience, competent men and complete facilities for designing, fabricating and installing complete dust control systems or ANY sheet metal work of 10 gauge or lighter—including spouting, piping, fittings, track shed dust suppressors, pneumatic dust and material car loaders, elevator legs, steel hoppers, miscellaneous bins and tanks. Write us about your needs.

THE DAY COMPANY

814 Third Ave. N. E., Minneapolis 13, Minn.

In Canada—The Day Company of Canada, Ltd.
613 McIntyre Block, Winnipeg



For Your Bulletin Board

We believe that each Superintendent will find some way of using these reminders to good advantage. Where you have bulletin boards or blackboards, you may wish to post (or write) these reminders on those boards. You may also use them for your own series of instruction cards, pay-roll inserts, etc.

By using the entire series, either on bulletin boards or by distribution to all employees, you will reach all workers in the plant with a succession of messages which will call their attention to all known hazards at least once during the year. SOGES Safety Contest Director Clarence W. Turning invites your comments and suggestions.

1. Use only tools that are properly sharpened and in good condition.
2. Others' lives depend on how well you do your job.
3. Be sure everyone is in the clear, before starting any machine. Watch for warning tags.
4. On real hot days, wear light clothing, and avoid fatigue and over exposure to the sun.
5. Use salt tablets in drinking water in hot weather, or when working in hot places.
6. Examine and refill your fire barrels. Make sure your fire extinguishers are full and in good condition.
- 7 Every accident has a cause. It is our job to find the unsafe condition and remove it before an accident occurs.
- 8 Use your legs when lifting—not your back.
9. Drink plenty of water to replace the moisture lost through perspiration.
10. Keep out of danger points, such as under suspended loads, open hatches and under scaffolds.

11. Clean-up oil spills promptly and deposit oily waste or rags in the containers provided.
12. If you want to forget all your other troubles, wear tight or ill-fitting shoes.
13. Yes, this is picnic time, but it is no picnic to have an accident.
14. Carelessness buys a one way ticket to Unhappiness.
15. An accident is an error or mistake on someone's part.
16. Deeds are fruits, words are but the leaves.
17. Minutes spent making your job safe may add years to your life.
18. Chisels, hammers and other tools on which the heads become mushroomed should not be used.
19. Proper lubrication and proper inspection of machines is of vital importance.
20. Do your duty in all things. You cannot do more. You should never wish to do less.
21. Do not lean against cars. It is a dangerous habit.
22. Your suggestions for added guards in hazardous places will receive careful consideration.
23. Use care in placing a ladder. The foot should be one-fourth of the ladder's length away from the wall against which the ladder is leaning.
24. Do not stand alongside RR tracks, except where there is ample clearance.
25. Ladder points are sometimes as sharp as bayonets; so be careful how you carry ladders so equipped.
26. The Safety Committee is the cap sheaf which protects us against hazards. Help them in this important work.
27. He jests at scars who never felt a wound.
28. Right conditions are safe conditions.
29. Preserve life and happiness by canning unsafe working methods.



Snooper, the Boiler-Room Cat, says: Getting results from your Safety program requires the same Perseverance and Patience as getting the big ones in fishing.

30. Prompt attention prevents infection.

31. Safety consciousness is the ability to foresee consequences plus the desire to prevent trouble.

What The Foreman Needs

"What The Foreman Needs For Success" is stimulating, instructive, and helpful. Issued by the National Foremen's Institute of Deep River, Conn., this 16-page pocket size booklet contains tested methods of success for foremen, supervisors and department heads. Price 25c.

Discarded rubber fruit jar rings sewed along the under edges of small rugs will make the rugs skidproof, the National Safety Council reports.

The most hazardous work hours of the day are between 10 and 11 in the morning and between 3 and 4 in the afternoon, reports the National Safety Council. Special care and a short interval of rest will help to remedy fatigue which causes accidents.

More children between the ages of 1 and 5 years die from accidents than from any disease, the National Safety Council reports.

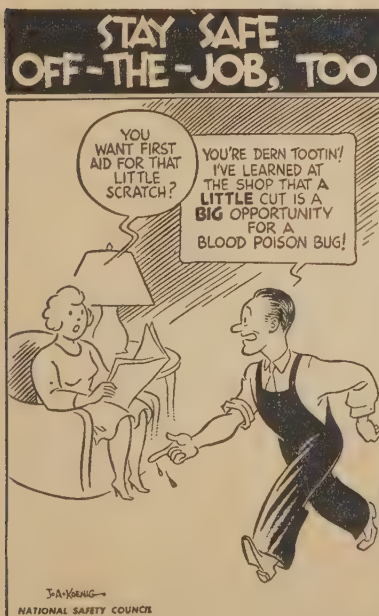
WRONG PLACE FOR "I DO"

Mrs. Dimmwitt: How did the wedding come off?"

Mrs. Stubblefield: Fine—until the minister asked the bride if she would obey her husband.

Mrs. Dimmwitt: What happened then?

Mrs. Stubblefield: Plenty. The bride replied: "Do you think I'm crazy?" and the groom, who was in a sort of daze, answered: "I do."



SOGES Safety Contest Winds Up Year With

Sixty-One Entries For All-Time High

Apparently the splendid work of the SOGES Safety Contest Committee and its Director, Clarence Turning, came in for a lot of silent approval during 1944. At least all state that the new high established in the number of entrees indicates increasing acceptance and approval of this important undertaking. The first twenty-five participants were mentioned several months ago, but here are the others who are finding safety profitable:

John T. Goetzinger, Rosenbaum Brothers, Omaha.
Perry Wheeler, A. A. Westling, Wal-fred Augustson, George Dunkel-beck, E. L. Dobbin, Herman Peter-son, Vin Shea and Emil Carlson, Van Dusen-Harrington Co., Minne-apolis.
Harold Wilber, A. E. Staley Mfg. Co., Decatur.
L. C. Irwin, Searle Terminal, Ltd, Ft. William.
R. B. Pow, Reliance Grain Co., Ltd., Ft. William.
Pat Bohan, Searle Elevator Co., Min-neapolis.
Clarence Bach, Twin City Trading Co., Minneapolis.
Maynard Losie, Hallet & Carey Co., Minneapolis.
Fred Sibbald, National Grain Co., Ltd., Ft. William.
Charles F. Walker, Archer-Daniels-Midland Co., Council Bluffs.
Ray O. Finley, G. L. F. Elevator, Buf-falo.
Gordon Clark, Flanley Grain Co., Sioux City.
E. B. Goughnour, Uhlmann Elevators Co., Fort Worth.

Tom Burris, Uhlmann Elevators Co., Ft. Worth.
William Gassler, Rosenbaum Broth-ers, Chicago.
Charles Winters, Public Grain Eleva-tor, New Orleans.
John Murison, Goderich (Ont.) Ele-vator & Transit Co., Ltd.
Ray Brusseau, Atlantic Elevator Co., Minneapolis.
Ed Dillman, Leval & Co., Inc., Minne-apolis.
Frank McLean, Superior Elevator Co., Ltd., Port Arthur.
H. A. Kimberlin, Midland Flour Mill-ing Co., No. K. C.
George A. Cole, Port Authority Ele-vator, Brooklyn, N. Y.
Con Hingher, Ralston-Purina Co., Minneapolis.
Guy Ferguson, Uhlmann Grain Co., Kansas City.
Fred Gallehugh, Uhlmann Grain Co., Kansas City.
Clarence Swearingen, Moore-Seaver Grain Co., Kansas City.
William Kamp, Ralston-Purina Co., Kansas City.
C. P. McWilliams, Kansas Elevator Co., Topeka.
Rudolph B. Prinz, Rahr Malting Co., Manitowoc.

More than 700,000 women drivers were involved in traffic accidents in 1944. It is estimated that the accident rates of men and women, based on mileage, would be equal if men drivers averaged four times as many miles as women drivers.

Automobiles have killed 769,000 people since the turn of the century, reports the National Safety Council.

Three little bond dollars went off to war. Ten years passed—and then there were four.

FOR THE GOOD OF ALL

Discipline and regulations in an army or in any organization are for the good of each individual member.

Someone must command and lead for the sake of organized effort which results in efficiency and success.

Yet you occasionally see a person who dislikes to coöperate with the executives and foremen.

Only through the coöperation and combined efforts of the executives, foreman and employees can an industry succeed.
—H. W. Puetz, Safety Engineer.

THE CARE AND FEEDING OF LADDERS

Most of us go on year after year assuming the ladders we have in our plants are adequate for the jobs on which they are used, and that they are always in good condition. The only way we can be sure that these two characteristics are really right is to adopt a method something like this:

1. Every ladder should have a specific place in which it is stored when not in use.

2. Regular inspections should be made by a competently trained employee and a record of the condition of each ladder maintained. (Frequency of inspection depends on the frequency and severity of use.)

3. Each ladder should be numbered in some manner, but the ladder should not be painted. Varnish or other clear protective coating is O.K.

4. Naturally, each straight ladder (including the upper sections of extension ladders) should be equipped with good ladder safety shoes.

5. Be sure to include the fixed ladders in the inspection.

Naturally, it is good practice to buy ladders on quality—not price.

BY DOG-EARED TOOLS

TWO mechanics were driving the coupling off a two-inch motor shaft with a brass driving pin which had jagged, uneven surfaces on both ends. The assistant master-mechanic was squatting on the floor about six feet away, supervising the operations, when the driving pin slipped and a fragment was sheared off the end of it, flew through the air, and struck him in the left eye, causing a loss of vision. Lack of safe tools and lack of goggles caused this accident.

WHY WORRY?



LET THE ZELENY
BE YOUR WATCH DOG
AND ALLAY ALL YOUR
WORRIES AND FEARS

DOESN'T COST YOU—IT SAVES YOU

ASK FOR AN ESTIMATE

ZELENY THERMOMETER CO.

9 So. Clinton, Chicago 6, Ill.

UNCLE SAM SEZ:

U. S. Dept. of Labor—Article 3

The skill and strength of our industrial workers must be guarded against accidents and diseases so as to carry through the war production program. With this end in view Secretary of Labor Perkins' committee to conserve manpower in war industries has compiled a list of do's and don't's to keep workers from getting hurt. This is the third of a series of articles prepared by the Department of Labor so that all workers can check the hazards applying to their own jobs and safeguard life and limb in their own interest and that of war production.

Machinery

1. Stop machine or other dangerous operations while listening to instructions.
2. Before cleaning, adjusting, or oiling a machine, make sure that the power is off.
3. Never reach over moving cutters, rolls, or other dangerous machine parts.
4. Always remove chuck wrenches from chucks immediately after they have been used.
5. Stand out of direct line with rapidly moving or revolving machine parts from which objects may fly. Do not stand in line with materials being fed to circular saws or jointers.
6. Always use a push stick when feeding short or narrow work past saws or knives. Keep fingers away from moving machine parts.
7. When operating any machine, do not lean over the work so that your hair or clothing may be caught in any moving part.
8. Do not start any machine unless safeguards are in place and working properly. Machine guards may be removed only to make necessary adjustments and repairs, and must be replaced before the machine is again put into operation. If guards become broken or inoperative, the machine should be shut down until it can again be operated in a fully guarded condition.
9. Never attempt to stop a machine by grabbing the belt or by using any part of the body as a brake.
10. When replacing the belt, stop the machine and adjust belt on the driver pulley first.
11. When shifting a belt, use belt shifter or a small metal or wooden rod. If you must shift by hand, always use the palm with the thumb and fingers extended.

12. Metal belt fasteners should never be used on hand-shifted belts.

13. Remove chips or materials from around moving machine parts with a brush or stick, never with the hand.

14. Keep loose materials away from machinery. Do not use rags or waste around moving machinery parts.

15. Machines should be stopped before attempting to pick up tools or other objects lying near or in the path of traveling parts.

16. Always turn off the power on a machine before attempting to remove stock or jammed pieces of material.

(The fourth article of this series will deal with hand tools.)

ALBERS BROS.' SAFETY RULES

Cleaning House

1. Be careful of bumping head when working in a confined area.
2. Never put your hand into the header machine to change bin set-up in seventh floor bin room.
3. Never push a hand truck "blind". Watch your knuckles on the walls.
4. When hand trucking, be alert for slippery or uneven spots on the floor. Watch out for spilled grain on the floor.
5. Always use a stick to clean stock out of a choked elevator or conveyor, even though it is stopped.
6. Always look in the direction you are walking. Be careful of the other fellow. Avoid taking unnecessary chances. Carry only what you can handle easily.
7. Loose or long trouser cuffs are dangerous. Badly worn or ill-fitting shoes with loose laces are unsafe. Wear proper clothing for the job you are doing.
8. Always get first aid for every cut or scratch, no matter how slight. Remember most infections start from small scratches.
9. Keep all oil, grease, grain, water or any other material that might cause slipping or stumbling, cleaned up off the floor at all times.
10. Never push waste, scraps, or rubbish into corners. Help keep your department clean.
11. Never use boxes, benches, or other makeshifts instead of ladders. Never use broken ladders or one without safety spikes or rubber stops.
12. Never use any tool in such a way that if the tool slips it can injure hand or body.

13. Do not remove guards or other safety devices unless necessary, then replace them before resuming operations. — Albers Bros. Milling Co.

How'd She Know?

"Frequent water drinking," said the specialist, "prevents you from becoming stiff in the joints."

"Yes," said the co-ed, "but some of the joints don't serve water."

Taxi driver: "Where to, miss?"
Pert young thing: "The maternity hospital, but don't rush. . . . I just work there."



From National Safety News
 Published by
 The National Safety Council



ANOTHER NAME SUGGESTION

Grain & Products Institute is another name suggestion just mailed to me, reports Emil Buelens of The Glidden Company, Chicago, active SOGES director who has been busily engaged attempting to find the solution to what the Chicago Chapter in particular considers a misleading name which does not reflect the character of the membership.

HELP STIR DUST

Windy City visitors the past month include: Earl R. Evans, Evans Elevator Co., Champaign, Ill.; Jack Gibson, Hallet & Carey, Ltd., Ft. William; John Andrews, Northland Machinery & Supply Co., Ltd., Ft. William; Oscar W. Olsen, F. H. Peavey & Co., Duluth; Ernie Granzow and Art Osgood of The Day Co, and John Suhring, Appraisal Service Co., all of Minneapolis.

EASY LIFE, NOW

Dealer: "Since I bought my car I don't have to walk to the bank to make my deposits."

Salesman: "Oh, you ride now, I suppose."

Dealer: "No, I don't make any."

LAPEL BUTTON CONTEST NEWS

Last minute word from Russell B. Maas of Screw Conveyor Corp. on the progress being made on the lapel button design contest sponsored by the Associate Members of the Chicago Chapter indicates an unexpected interest in this activity. "One design submitted by an active Kansas City Chapter member is really unusual," Mr. Maas tells us.

To pass upon the selections finally made after the preliminary work is done by the Chicago committee, SOGES President Herb Brand of Quaker Oats Co., Cedar Rapids, expects to appoint several other judges who show interest in participating, in addition to the presidents of each chapter.

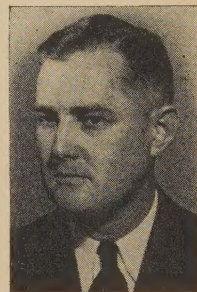
LOOKING FORWARD TO CONVENTION

As a member of the Society of Grain Elevator Superintendents, I have enjoyed reading "GRAIN" which I receive each month. I am also looking forward to attending a convention of the Society after the war.—C. Wallace Clark, Manager, Anheuser-Busch, Inc., Springfield, Mo.

WANTS MORE ROUND TABLE DISCUSSIONS AT SOGES CONFABS

The introduction into the SOGES convention program of a full afternoon devoted to round table discussions was worthy of its trial and I think it should be included in plans for any future conventions. This informal method of presenting and discussing the numerous subjects which are of vital interest to most grain handlers is beneficial to all and a boon particularly to the fellow who is a bit too shy to present a question on the floor in the presence of a large gathering.

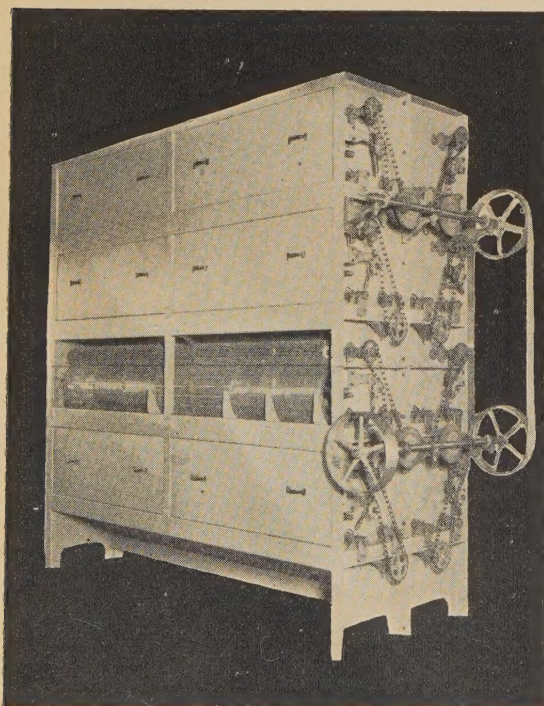
My only suggestion is that the topics might be re-arranged to permit each person to make a broader selection of discussions which interest him. Of course, I realize that no arrangement will ever completely satisfy everybody, and as far as I am concerned I have such a wide diversity of interests in grain handling problems that I can easily be kept busy all day.



But in submitting my opinion I am thinking of the specialist who during this year's program of round table discussions was compelled to scamper during a 45-minute session from one table to another to cover the various subjects in his sphere of activity and then had little or no interest in the discussions which were conducted during other periods. The convention on the whole was of outstanding interest to me.—Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis Chapter President.

BALTIMORE INVITES SOGES

Looking towards future conventions, perhaps in another year, the city of Baltimore has issued an invitation to the Superintendents Society to hold one of its coming gatherings there. Eugene H. Beer, Jr., prominent grain man and terminal operator, is a director of the inviting bureau.



ANNOUNCING

the New, Improved

PRINZ GRADING REELS

for Barley—Wheat—Oats

Scientifically designed to separate the kernels according to size. Results are positive—No chance for variation.

Five separations possible at one time.

Always a good money-maker. Ask your neighbors about it. And get your order in today for delivery next season.

Order from

PRINZ & RAU
Manufacturing Co.

1301 N. Water St.,
Milwaukee, Wis.

CHICAGO ELECTS OFFICERS

Lloyd E. Forsell, Albert Schwill & Co., maltsters, was elected president of the Chicago SOGES Chapter at their monthly June meeting. He succeeds Stephen A. Halac of Soya Division of The Glidden Company, who automatically becomes an honorary director.

Leonard J. Danielson of Arcady Farms Milling Co., feed manufacturers, steps up into the first vice presidency, and Frank Jost Jr., junior partner in Gerstenberg & Co., grain merchandisers, moves into the second vice presidency. Ed Anderson of Norris Grain Co., was elevated from the directorate to the secretaryship.

Directors for the coming year include: Charles E. Hegwein, Pratt Food Co., Hammond; Charles E. Harbin, Underwriters' Grain Ass'n; Wm. H. Radke, Corn Products Refining Co.; Frank Dennis, Archer-Daniels-Midland Co., and Sidney I. Cole, Industrial Erectors, Inc.

Following the election the 34 present arose and gave Retiring President Halac a hearty ovation for his successful year at the helm. "Chicago is the 'parent' SOGES Chapter," he said, "and I shall continue to add my efforts to try and keep our unit foremost in the progressive activities of our association." (Applause.)

POSTPONE HEARINGS

Hearings will be resumed about the middle of February on HR 1362, the amendment proposed to the Railroad Retirement Act which would force some grain warehouse employees to fall under it.

FRANKS CITED

C. Gibson Franks, artist-creator of the Snooper, The Boiler Room Cat series of cartoons, and others, that have appeared on the pages of GRAIN for a number of years, was just awarded a Certificate of Merit from the Committee on Awards to Civil Employees of the Office of Naval Material. "Gib," formerly an active member and officer of the Chicago SOGES Chapter while he was associated with Albert Schwill & Co., Chicago maltsters, is likewise the author of a number of safety and training features you have profited through reading. His award reads:

"Awarded in recognition and appreciation of notable individual initiative which served to increase the contribution of the Office of Naval Material to the War Effort of the U. S. A."

QUELLE BACK FROM WAR

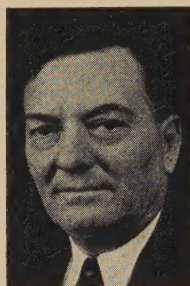
Oliver Quelle has returned from his stretch in the armed services and has resumed his position as Superintendent for Fleischmann Malting Co.'s plant in Chicago, according to Walter Weikle, Plant Manager.

FRANK BYRNES DROWNS

Frank A. Byrnes, among the first of the Chicago SOGES Chapter presidents, and always actively interested in the association's progress, drowned last month. A protege of the late Lou Sayre of the defunct Rosenbaum Grain Corp. and for many years his assistant, Frank had gone fishing in Lake Michigan. A squall capsized his boat, his companion clung to the sides, but Frank swam for shore. His body was found tossed up on the huge rocks lining the shore at that point.

CLARENCE SWEARINGEN DIES

Clarence Swearingen, long Superintendent of Moore-Seaver Grain Co.'s KCS Terminal in Kansas City, died rather unexpectedly earlier this month. Joining the Superintendents' Society in 1937, Clarence was proud of his #350 membership, and attended a number of the conventions. He retired several months ago because of poor health.



CHANGES AT KANSAS CITY

Wayne P. "Andy" Anderson has moved from the Norris to the Burlington house of which he will hereafter be the Superintendent. J. H. Womack, formerly assistant at the Norris terminal moves into the Superintendency. A. C. "Tony" Renner is General Super—Frank E. Carlson, engineer, Underwriter's Grain Ass'n, Chicago.

THE REAL TEST

Jim: "She seems like a good, sensible girl."

Tom: "Uh, huh, she wouldn't pay any attention to me, either."

WANTS LONG LIFE

"We find we are going to have to replace one of our heavy unloading leg belts shortly, and, as we want the very best obtainable, my employer suggests you may be able to advise us as to what brand or weight seems most popular with the other Sups. I always closely advised my previous suppliers of our smaller belts as to the type of service, speed, pulley sizes, etc., and relied upon their advice as to the most suitable product.—Super.

[Ed.: The entire subject of belts was discussed not too many year ago by one of the Society's experts who was then co-operating with the Belt-ing Manufacturers' Association in compiling standards for grain handling plants. Today many offer belt-ing meeting these standards, however current conditions suggest a review, which will be done.]

DOES YOUR ELEVATOR LOOK LIKE THIS WHEN GRAIN STARTS COMING IN ?

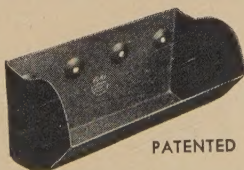


Change over to "Nu-Hy's"

Think of the loss in time, labor and efficiency when you cannot handle incoming grain quickly. Many operators imagine that the only way out is to enlarge their bucket elevator legs. But that entails big expense . . . and today it is difficult to obtain materials.

"Nu-Hy's" can solve the problem with the least disturbance to your equipment. In most cases no alterations are necessary, simply replace present buckets with "Nu-Hy's" and follow out our studied recommendations.

Let us help you—DON'T WAIT—write for Capacity Analysis Form No. 76.



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THE OUTSTANDING
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Screw Conveyor Corporation

707 HOFFMAN ST.

HAMMOND, IND.

ENGINEERS



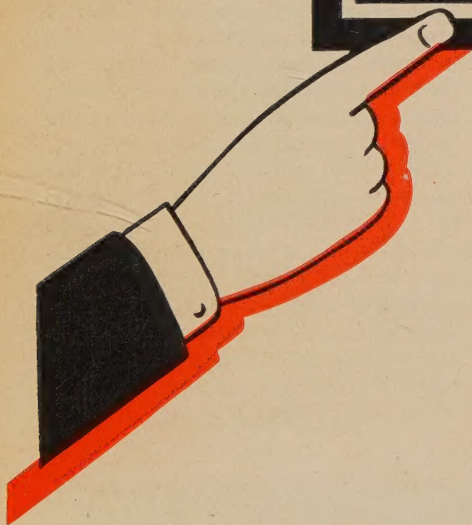
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A DEPENDABLE FUMIGANT IS LIKE A GOOD FRIEND



It Doesn't Let You Down

Like a good friend might do, it sits around your "house" a good deal and at times even gets in your way. But, like a friend, when you need it, it's there . . . or within hailing distance.

Also, like friendship, you can abuse it by using it too little or expecting too much of it. But, unless you do this a good friend doesn't let you down, and neither does Weevil-Cide.



THE *Weevil-Cide* COMPANY
THE DEPENDABLE GRAIN FUMIGANT
1110 HICKORY STREET
KANSAS CITY, MO.